

Latitude 38

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CIRCULATION: 40,000



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THE **Sailboat Shop**



PRESENTS

INDIAN SUMMER 1985

WINE COUNTRY CHAMPAGNE CRUISE

Take a special wine-tasting tour of the Napa River and visit the very heart of California's wine country. Good food, good boats, good company. **October 4, 5 & 6**

BLUEWATER SPECIAL: Introduction to Offshore Cruising

Find out what it's really like out there — see Drake's Bay, the Farallone Island, the coast of California. Learn about cooking underway, coastal navigation, driving through the waves, anchoring — all you need to know to cruise the coast. **October 12 & 13**

HALLOWEEN COSTUME CRUISE ON PARADISE CREEK

Come on board and have the time of your life cruising the Alameda/Oakland Estuary! This could be just too much fun — nearly a full moon, goblins and poltergeists! **October 31**

LEARN TO SAIL

Now may be the very best time of the year to get out there and really learn how to sail. Lessons available when you are! Just call The Sailboat Shop for more information — **521-4900**

CHARTER A BOAT

Do it yourself! Your choice of boat from a large fleet that's properly maintained and checked out. Good rates — good times!

Charters • Yacht Sales • Brokerage • Sailing School

2639 BLANDING AVENUE, ALAMEDA, CALIFORNIA 94501

(415) 521-5900

Onager Earns Her Stripes

MYLES RINGLE

The chevron motif on the hull of Mike Creazzi and John Wales' Ranger 26 provides the perfect symbol for their standing in the fleet. With four first place finishes in the last five races of the 1985 YRA series, Onager captured the season championship.

One-design racing clearly demonstrates the importance of fast sails. Mike and John added a new Pineapple triradial spinnaker at the beginning of the season to their two-year-old Pineapple main and class jib for a winning combination.

Let's make your story a success story, just like Mike and John's!



ONAGER*

FALL DISCOUNT NOW IN EFFECT

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City



SAILMAKERS
(415) 444-4321

*Powered by Pineapples

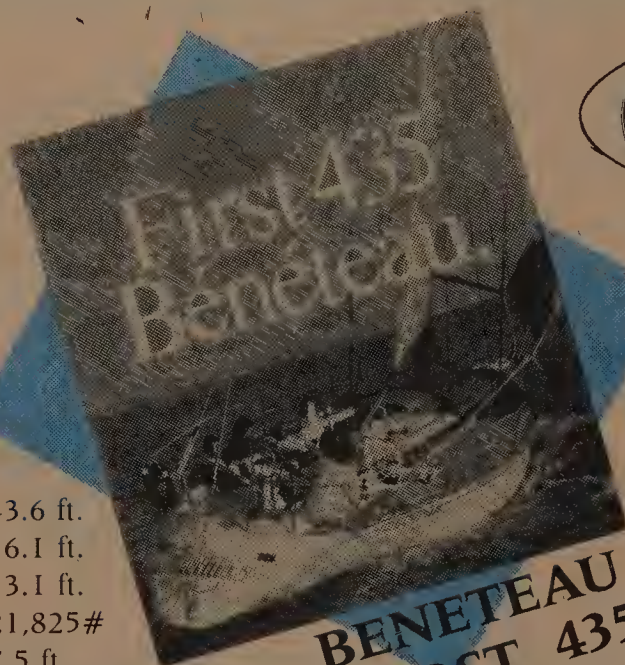
Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321

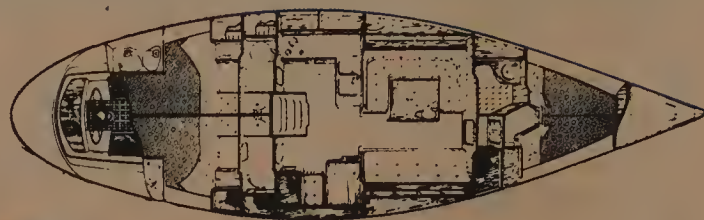
★ Meet the Stars... ★

If you missed these outstanding yachts at the Bay Area Boat Show, you missed the stars!

LOA: 43.6 ft.
LWL: 36.1 ft.
BEAM: 13.1 ft.
DISP: 21,825#
DRAFT: 7.5 ft.



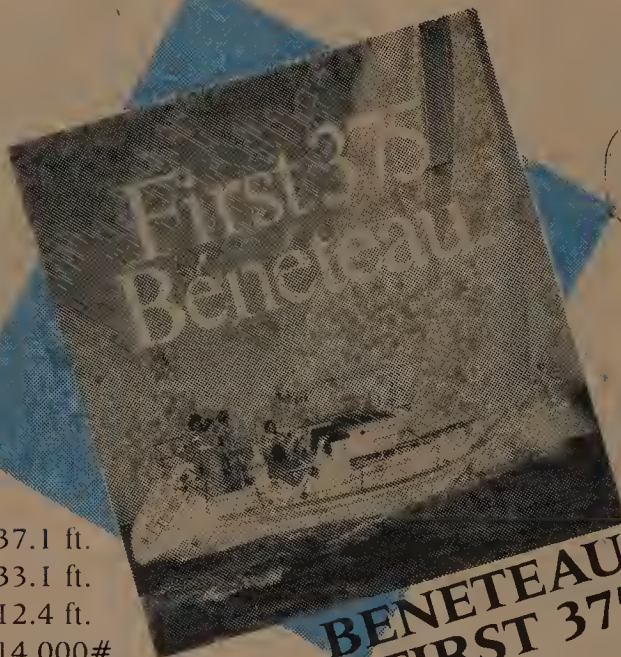
**BENETEAU
FIRST 435**



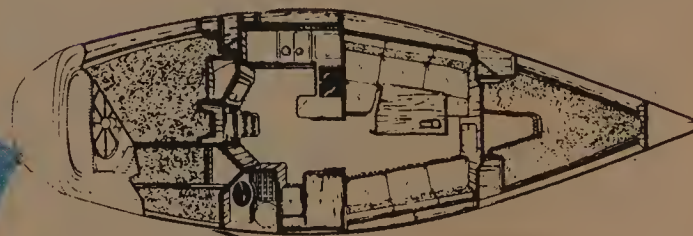
Beneteau and German Frers adapted Frers' highly successful Admiral's Cup Yacht "Shock-wave" to a production boat that maintains the stiffness, balance and power essential for good sailing and splendid handling characteristics.

In keeping with Beneteau tradition, the deck gear is truly first rate and matched to a high standard of below-deck appointments and finish comparable only to yachts twice the cost. Two accommodation plans providing exceptional privacy are available to pamper even the most demanding owner. The First 435 accommodates 7-9 comfortably making her an excellent choice for your family or charter.

LOA: 37.1 ft.
LWL: 33.1 ft.
BEAM: 12.4 ft.
DISP: 14,000#
DRAFT: 6.5 ft.



**BENETEAU
FIRST 375**



Express yourself with flair and style! A new 38 footer from Beneteau designer Jean Berret, the First 375 has all the advantages of his experience gained from the highly successful Beneteau One Tons—Coyote, Glory and Fair Lady. This new First is a superb example of perfect harmony between luxurious accommodation and outstanding performance—the trademark of Beneteau.



TIME IS NOT ON YOUR SIDE

If you are considering placing a yacht in a charter program as your tax reduction strategy, this may be the best time ever. Potential tax law changes for 1986 may greatly reduce tax benefits available to charter yacht buyers.

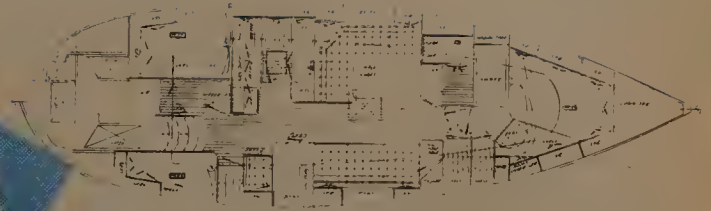
Interest rates are the lowest in years, our inventory is good and full tax benefits are still available to you. Do your tax planning now... while the choice is still yours.

Remember—December 31st is the deadline for placing your new Beneteau or Passport yacht in a charter program.

...at Passage Yachts!



LOA: 41'9"
LWL: 34'10"
BEAM: 12'10"
DISP: 25,500#
DRAFT: 6'4"



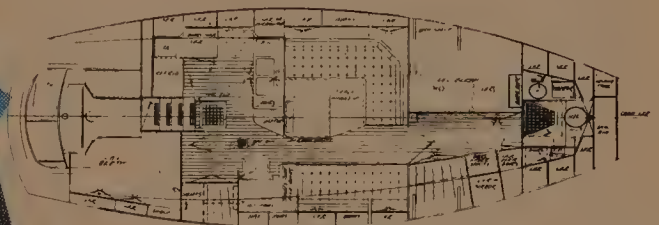
BLUEWATER CRUISERS' DELIGHT

The joy of cruising is getting there, and getting there in speed and comfort is what the Passport 42 is about. Her uncommon combination of features, such as Airex cored hull, modern underbody, solid wood interior and custom accommodations, make her the right choice for serious cruisers.

☆See the new 42 at our docks with the newest interior arrangement!



LOA: 39'5"
LWL: 33'5"
BEAM: 12'8"
DISP: 22,771#
DRAFT: 5'9"



OUR MOST POPULAR CRUISER

Performance, luxury and value! The Passport 40 is Robert Perry's most successful performance cruiser. With almost an unlimited choice of interior accommodations, she's everyone's first choice for cruising, living aboard, and just plain good sailing. Active owners' association on SF Bay.

☆See over two dozen Passports on display at our 3rd Annual Passport Regatta & Open House, Oct. 19 & 20.
See page for more information.

PASSAGE YACHTS

1220 Brickyard Cove
Pt. Richmond, CA
(415) 236-2633

Closer than you think



Come and see!

BRICKYARD COVE MARINA

Only 9 miles from Larkspur Landing, 9 miles from Berkeley Marina, 14 miles from Oakland, and 19 miles from San Francisco. A great location, a warm and sunny climate, clean air, and easy parking near your slip. And every day is a boat show!

- ★ 250 berths
- ★ dry storage with 3-ton hoists
- ★ commercial office space
- ★ deep water/view homesites
- ★ restaurants
- ★ yacht dealers

ALL'S FARE (great food at the Marina's restaurant) ★ **BRICKYARD COVE MARINA**

COMPUTER AIDED SYSTEMS, INC. ★ **JIM DEWITT ART STUDIO**

JONATHAN LIVINGSTON DESIGNS ★ **QUESTA ENGINEERING** ★ **SOBSTAD SAILS**

BRICKYARD COVE YACHTS ★ **PASSAGE YACHTS** ★ **SIM TECH**

TATOOSH MARINE ★ **WAYNE MARINE** ★ **POINT RICHMOND PROPERTIES**



BRICKYARD COVE MARINA

1120 Brickyard Cove Road/Pt. Richmond 94801
(415) 236-1933

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Max Flood At The Big Boat Series
Graphic Design: K. Bengtsson
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You're
Invited to
Join the fun!

At PASSAGE YACHTS

4th Annual PASSPORT
RENDEZVOUS and OPEN HOUSE

—October 19 and 20—

- ★See over 2 dozen Passports and the different options available to you; talk to the owners.
- ★Meet Robert Perry, designer of the Passport 37, 40 and 47.
- ★Race in the PASSPORT REGATTA. October 19 (Limited number of positions available).
- ★Meet Wendell Renken, the quality conscious builder of the Passport.
- ★Attend informative seminars (lunch and handouts provided).
- ★Take a ride on America's favorite performance cruisers—PASSPORT 40, 42, 47 and 51. (October 20)

Ride and Seminar space limited

RSVP Required (415)236-2633

PASSAGE YACHTS

1220 BRICKYARD COVE ROAD, POINT RICHMOND, CALIFORNIA 94801

PASSAGE YACHTS



INTERNATIONAL FOLKBOAT

Timeless tradition exemplified in this highly regarded cruiser. You will appreciate her full keel ride and no nonsense cruising potential. See her at our docks.

\$13,500



1969 PEARSON ALBERG 35

Go anywhere in this classic cruiser. Volvo diesel, ground tackle galore, radar, auto-pilot and more. Just hauled and all she needs is to be stocked with provisions.

\$45,900

LOCAL CRUISERS SOME RACE EQUIPPED

22' SANTANA 22, With Trailer	7,200
23' RANGER 23, 1972, Epoxy Undercoat	THREE FROM 10,100
23' SANTANA 23, With Trailer, Very Clean	14,900
24' MOORE 24, Trailer, Excellent Condition	16,500
25' MERIT 25, Trailer, LPU, 14 Sails	16,500
25' CAPE DORY 25D, 1983, Diesel, Mint Pocket Cruiser	33,250
26' INTERNATIONAL FOLKBOAT	TWO FROM 13,500
26' BALBOA 26, 1969, Large Interior	9,950
26' COLUMBIA, New Engine, Auto-Helm 1000, Nice	12,500
26' PEARSON 26	TWO FROM 13,500
27' ERICSON 27	TWO FROM 19,900
27' CAL T/2, Excellent Sailer	TWO FROM 15,000
27' CATALINA 27	TWO FROM 15,200
27' VEGA 27, Swedish Cruiser	17,000
27' CAL 2-27, Great One-Design	THREE FROM 22,500
28' PEARSON 28, Excellent Condition	31,500
28' ISLANDER 28, Diesel, Teak Interior	28,000
28' TRITON, Full Keel	17,500
28' O'DAY, 1979, Wheel Steering, Diesel	32,000
28' ERICSON 28+, 1980, Diesel, Wheel	38,950
29' ERICSON, Clean, One-Owner	24,500
29' GULF PILOTHOUSE	32,500
29' ALBIN CUMULUS, 1982, Swedish Yard, Diesel	29,900
30' S-2, 9.2A, Dodger, Wheel, Diesel, LPU	41,000
30' NORTH STAR, S&S Designed, Canadian Built	18,000
30' YAMAHA, Diesel, Loran, Windvane, Raft	38,000
30' OLSON 30, Good Shape, LPU	27,500
30' 30' CATALINA	32,750
30' PEARSON 30, 1973, Very Clean	26,800
30' ERICSON 30, Teak Interior	24,500
30' NEWPORT 30, Diesel, Wheel, H&C Water	TWO FROM 36,000
30' WYLIE 30, Cold Mold Race Equipped	25,500
30' ISLANDER 30	TWO FROM 26,500
31' CAL, Diesel, Wheel, Spinnaker	47,000
32' ERICSON 32, 1973	32,000
32' COLUMBIA 9.6	TWO FROM 39,500
33' TARTAN 10, Race Equipped	MAKE OFFER 27,500
33' WYLIE 33, 1979, Custom Cold Molded Beauty	65,000
34' WYLIE 34, Race Equipped	59,000
34' CAL 2-34, Diesel, Wheel, Beautiful	45,000
35' ERICSON 35, Very Clean	TWO FROM 43,000
35' CORONADO 35, Center Cockpit, Immaculate	42,000
36' ISLANDER 36, Diesel, Dodger	THREE FROM 54,500
36' LANCER 36, 1980, Loaded, Montgomery Dinghy	53,000
36' COLUMBIA 36, Rlr Fring, Ddgr, Whl	TWO FROM 36,500

BLUE WATER CRUISERS — LIVEABOARDS

22' FALMOUTH CUTTER, Diesel	27,000
32' DEFEVER, 1963, Wood, Restored	REDUCED 29,900
32' ARIES, 1974, Diesel, Inflatable Raft	38,000
32' DREADNOUGHT KETCH, 1978, As New, Diesel	64,900
35' ALBERG, Auto Pilot, Radar, Dodger	45,900
37' CREALOCK, Satnav, SSB, WX Fax, Watermaker	120,000
36' UNION POLARIS CUTTER, By Perry, Teak Decks	74,000
36' PEARSON CUTTER, Cruise Equipped	89,000
37' PEARSON, 1982, Loran, Rod Rigging	78,000
37' ISLANDER, 1970, Factory Interior, Great Cruiser	43,500
37' IRWIN, Ketch, Center Cockpit, Aft Cabin	67,000
37' ALBERG, Diesel, Classic Cruiser	62,000
37' GULFSTAR, Pacific Veteran	TWO FROM 80,000
37' TAYANA PILOT HOUSE	86,000
37' ISLANDER TRADER KETCH, Many Upgrades	63,000
38' MORGAN, 1978, Loran, Auto-Pilot	88,000
38' HANS CHRISTIAN MK 2, Dodger, Loran, Auto-Pilot	110,000
39' LANCER MOTOR SAILER, Twin Diesels	110,000
39' CAL 39	67,500
40' KETTENBURG, Wood, Cruise Experienced	40,000
40' S & S YAWL, Classic, All Teak Construction	58,500
41' WHITBY, Center Cockpit	62,500
41' MORGAN OUT ISLAND, Center Cockpit	TWO FROM 74,000
41' CT KETCH, Teak Decks	60,000
42' GARDEN STYS'L KETCH, Gorgeous Custom Woodie	125,000
42' GOLDEN WAVE, Cheoy Lee, Satnav, Auto Helm 5000	124,000
43' GULFSTAR, Center Cockpit, Liveaboard	99,500
44' PETERSON CUTTER, Ctr Cockpit, Loaded, Forced Air	132,000
45' VAN DE STAT	59,500
45' EXPLORER KETCH, Center Cockpit, Radar	114,000
46' WINDJAMMER SCHOONER, 1980 Wood, Equipped	145,000
46' CAL 2-46, Loaded	132,000
48' CUSTOM CUTTER, Lloyds Spec., Gen., Loaded, Wood	112,000
49' BOWMAN KETCH, 3 Trans-Atlantics, Outstanding	245,000
52' CHEOY LEE MOTOR SAILER, Twin Diesels	250,000
54' SPARKMAN & STEPHENS, Custom, Aluminum	400,000
56' AUSTRALIAN STEEL KETCH, Onan, Loaded	195,000

COME TO BRICKYARD COVE TO SEE THESE BOATS

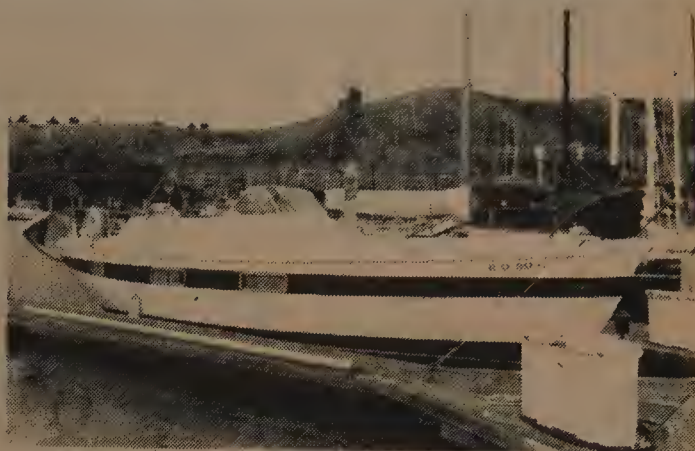
1220 BRICKYARD COVE ROAD

FEATURED BROKERAGE



LANCER 36 - 1980

One owner yacht has recent upgrades including BMW diesel, epoxy bottom, S/S exhaust, and sea valves. Completely equipped with wheel, roller furling jib, sobstads, H&C water, refrigeration, and Montgomery dinghy. **\$53,000**



1974 CORONADO 35

You will be surprised at the spaciousness and cleanliness of this center cockpit, aft cabin model. Like new. Lots of comfort plus hot & cold water, shower, refrigeration, diesel engine, and dinghy. Priced below market at **\$42,000**

BEST BUYS ★ MOTIVATED SELLERS WANT YOUR OFFERS

27' ERICSON, Very Clean	OUT OF TOWN OWNER	19,900
30' S-2 9.2A, Diesel, Wheel, Dodger, LPU		41,000
36' ISLANDER 36, Perkins Diesel, Dodger, Roller Furl		56,000
37' ALBERG, Diesel, LPU, Classic Cruiser		62,000
37' LANCER, 1980, Loaded, Montgomery Dinghy		53,000
41' WHITBY, Center Cockpit		62,500
42' GOLDEN WAVE, Cheoy Lee, Loaded		124,000
43' GULFSTAR, Center Cockpit, Liveboard, Bristol		99,500



ISLANDER 30 — 1971

Extremely popular Bay boat with strong fleet. Six winches, four sails, all lines led aft, spinnaker gear, stereo, cockpit cushions and much more. Tremendous value at **\$27,500**



CAL 2-27

With standing headroom, teak interior and the latest improved cabin layout, she provides comfort and fine sailing characteristics. Popular San Francisco Bay one-design fleet.



ISLANDER 36

This popular yacht shows beautifully. Meticulous owner has installed new dodger and canvas. Perkins diesel, roller furling jib. Wheel steering. Cole stove. At our docks. **\$56,000**

PT. RICHMOND 415/236-2633

SEA FURL[®] or SEA FURL LD[®]: HOOD's high technology introduces choice to roller furling.



When HOOD pioneered the first SEA FURL headsail furling/reefing system in 1972 we expected imitators. And we got them. But, until now, there wasn't a less expensive furling system with HOOD quality.

Now, because of HOOD's experience you have a choice; the extra feature SEA FURL for the competitive sailor or SEA FURL LD for the cruiser who wants a simple, effective furler/reefer without the expense of a multi-purpose system.

The key differences are that the SEA FURL is an integral part of your headstay and uses a Gemini-type twin groove headfoil that is aerodynamically efficient and an easily removable collector drum so that you can go racing.

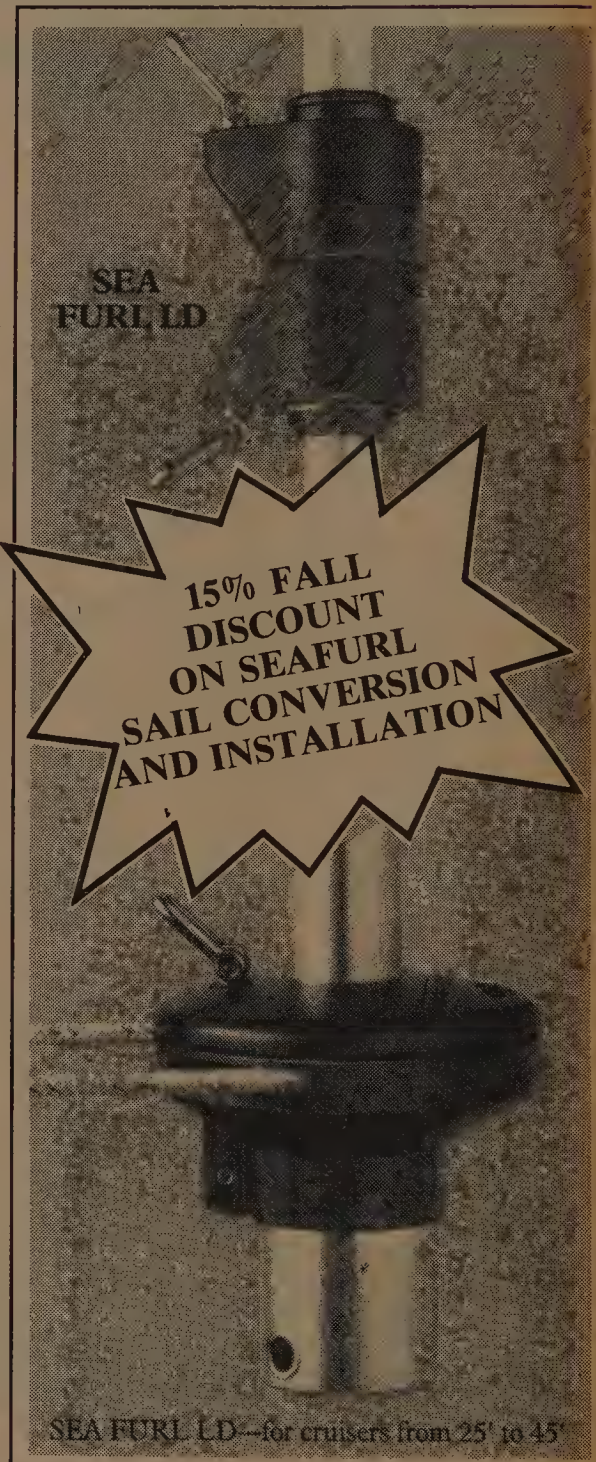
SEA FURL LD uses a line driver and endless loop line. The luff extrusion is round, so it is less aerodynamic but has a smoother furling action. And, because it fits over your existing headstay, you can install it yourself.

SEA FURL and SEA FURL LD

Simply the most popular, best engineered and best made headsail furler/reefer hardware available anywhere. Couple either one with a StarCruiser[™] genoa and your foretriangle will be as high tech as you can get.



SAILMAKERS



THE SAILHANDLERS

466 COLOMA STREET, SAUSALITO, CA 95965
(415) 332-4104

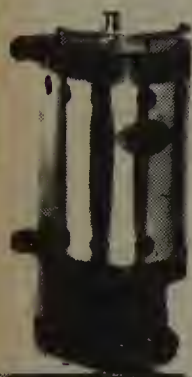
Boaters Supply

HOURS:

M-F 9-6/Sat. 9-5/Sun. 10-4 Thurs. Nites til 8 p.m.

OCTOBER SALE

FIGHT THE BIG CHILL!
With these specials from Boaters Supply,
you'll be toasty all winter long!



CABIN HEATERS

Plan ahead to keep yourself warm and your boat dry this winter with a vented cabin heater. We carry all hardware and accessories necessary to complete a cabin heater installation. And we'll talk you through it step-by-step!

FORCE-10 "COZY CABIN"

	LIST	BOATERS
Kerosene/diesel	\$255	\$219
LPG	285	299

HI-SEAS — DIESEL

	LIST	BOATERS
Model 50 — 9000 BTU	\$450 s/s 500 brass	\$429 469
Model 100 — 10,500 BTU	400 s/s 450 brass	379 429

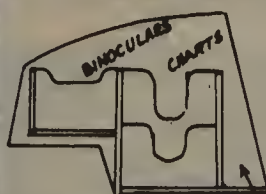
HAVE A PROJECT TO BUILD?
We have the materials in stock!

TEAK — Surfaced lumber, moldings, marine plywood — $\frac{1}{8}$ " to $\frac{3}{4}$ "
MAHOGANY — Moldings and marine plywood — $\frac{1}{4}$ " to $\frac{3}{4}$ "
FIR — Marine plywood — $\frac{1}{4}$ " to $\frac{3}{4}$ "

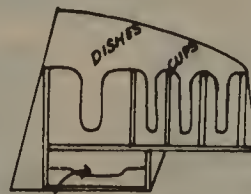


Don't need a big piece? Our plywood is available in **QUARTER** and **HALF-SIZE** sheets as well as 4'x8' full sheets.

CUSTOMIZE YOUR CATALINA 30!



FIRE EXTINGUISHER

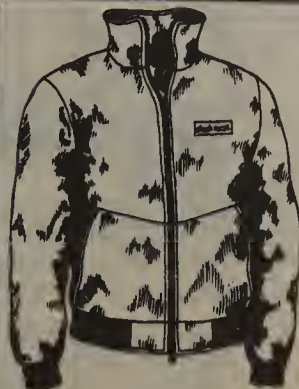


SALT PEPPER ETC.

Solid teak panel & rack assembly custom fitted to maximize space utilization and dress up the aft cabin bulkhead.

ONLY \$159 each or \$295 for both

chuck roast



"POLARFLEECE" BUNTING JACKET

LIST: \$59.00

SALE: \$49.95

High Seas

FOUL WEATHER GEAR

Your Foul Weather Friend

YS 4000
Foul Weather Suit
Full Suit Only \$179.00
Jacket Only \$119.50
Pants Only \$ 79.50



The new two-piece YS 4000 has all the latest innovations in foul weather gear to provide maximum comfort, durability, and 100% waterproof protection. This impressive suit invites comparison with other state-of-the-art, high tech suits such as North and Henri-Lloyd.

MARINETICS CORPORATION



ELECTRICAL PANELS

A/C LOAD CENTER
Provides 120 vac 30 amp double pole main breaker with 5-branch circuit breaker switches and polarity tester.

Model 635 LIST \$133.60 BOATERS \$119.95



D/C CONTROL PANEL

Model 605
List \$104.50 Boaters \$94.95

Provides 6 circuit breaker switches for use as a 12VD/C load distribution center or to expand an existing system.



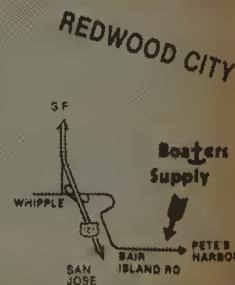
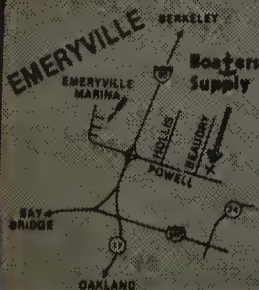
STOP BY TO CHECK OUR IN-STORE SPECIALS, TOO!

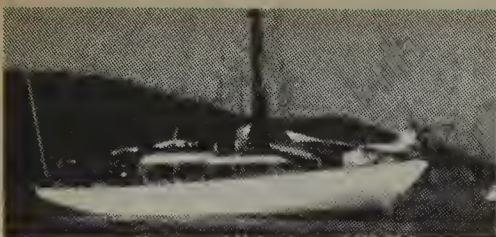
PRICES GOOD UNTIL OCTOBER 31, 1985

TWO GREAT LOCATIONS TO SERVE THE ENTIRE BAY AREA!

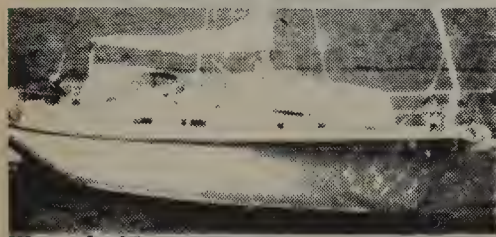
1290 Powell Street
(Entrance on side street)
Emeryville
(415) 654-7572

635 Bair Island Road
(opposite Peninsula Marina)
Redwood City
(415) 365-7874





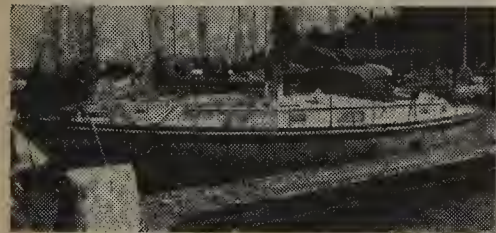
Offshore 36. 6'6" cabin headroom. Offshore equipment and experience. Upstanding! \$46,000.



Westerly 36. 7 yrs in the Pac., 1000s of miles, 2 hurricanes. Pry her away from a loving owner & go! \$85,000. Reduced to \$79,500.



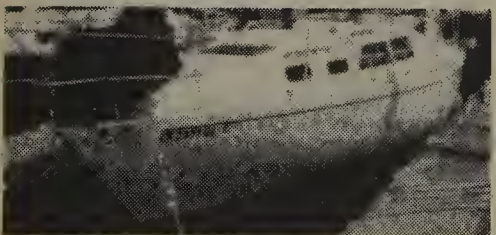
Flicka 20. Perfect for Sea of Cortez: trailer down, soil around, trailer back. She's ready now. \$27,500. Reduced to \$24,500.



Gulfstar 41. Autopilot, Loran, power windlass, forced air heat. Five new coats of varnish. \$75,000.



Taiwan 28. Great looking full keel f/g cruiser. 1/8 dsl, Swoffer knot, Impulse depth, 6'3" headroom. \$24,950.



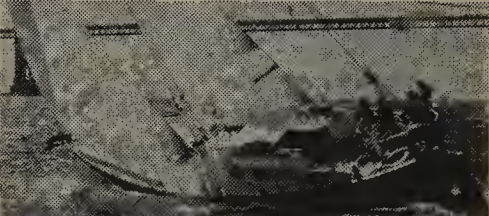
S-2 30'. Private walk-in aft cabin & big main cabin is currently comfortable liveaboard; meticulously maintained. \$43,950.



C&C 40. White glove inspection? Ready. Huge gear list, all Brand A. A gentleman's racer, formidable cruiser. \$105,000.



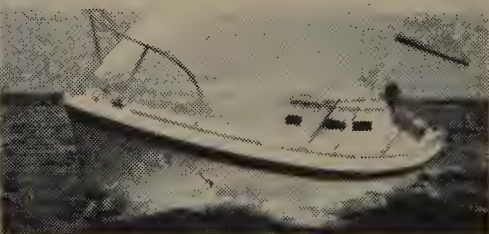
Tartan 34. Good, strong Torton stock. All surveyed up and prepped to sell. \$49,550.



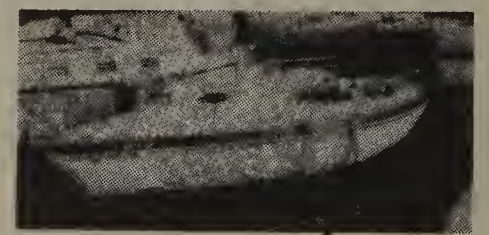
Freya 39. Beautiful new LPU hull. Factory interior. Full cruise gear on a great offshore boat. \$95,000.



Columbia 29. S & S design, mod. full keel. Stiff, strong, good looking cruiser at a great price. \$19,950.



O'Day 25. The price was great when O'Day introduced this pocket cruiser. Now it's spectacular! \$11,000.



Rawson 30. Flip a coin. For solid quality liveaboard/cruise in the burglary price range, it's here of the Columbia 29. \$25,000.

Sail Brokerage

20' Flicka	(3)	\$24,500
22' Folmouth Cutter		29,000
23' Ronger		12,000
24' Moore		16,000
24' Columbio Challenger		6,500
25' Cope Dory		16,000
26' Intern'l Folkboot		16,500
26' Pearson		15,500
26' Pearson Ariel		11,500
26' Columbio		10,950
27' Coronado		12,000
27' Torton		24,500
27' Nor'Seo	Bring Offers	
27' Dufour		21,900
27' Sun		27,900
28' Herreshoff Rozinonte		19,500
28' San Juan		23,950
28' Cape Dory		34,900
28' Freedom		53,900
28' Sovereign		49,900
29' Sun Wind		34,900
30' O'Doy		47,000
30' US		33,500
30' Forollon		39,500
30' Torton	(2)	32,900
30' O'Doy		47,000
30' Wilderness	Offers	
30' Mull Custom		29,500
30' Odyssey		21,000
30' Ericson		28,000
30' Fisher Nor'Easter		59,500
32' Islander		39,950
32' DeFever sloop		30,000
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32' Buccaneer 325		39,500
32' Ericson		32,950
32' Westsoil		44,000
32' Torton		69,000
33' Torton Ten		29,000
33' Buccaneer		39,900
33' Pearson Vanguard		25,500
33' Freedom		98,500
34' Garden kch		43,000
34' Hons Christian	(2)	73,900
34' O'Doy		59,950
34' Wylie		59,000
36' Islander	Offers	
36' Cheoy Lee Luders		55,000
36' Pearson		52,000
36' Union		69,500
37' Torton		60,000
37' Creolock		120,000
37' Gulfstar		68,500
37' Hollmon Custom		78,000
37' Islander		44,000
38' Margan		79,000
38' Hons Christian MkII		120,000
38' Hons Christian T		105,000
39' Koolo		79,000
39' Hons Christian P.H.		149,000
39' Covolier		79,000
40' Trintello		129,000
40' Hinckley Bermudo yawl		97,500
41' Cheoy Lee ketch		110,000
42' Garden ketch		129,000
42' Westsail		125,000
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45' Columbio		139,000
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48' Perry		179,000
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FREEDOM ★ 39

LOA	39'0"
LWL	31'0"
Beam	12'10"
Draft, deep keel	5'
shoal keel	4'1"
Displacement	18,500 lbs
Lead ballast	5,300 lbs
Headroom	6'2" minimum
Tankage, water	160 gals
fuel	100 gals
Hot water	12 gals
Waste	30 gals
Sail Area (based on 30% roach)	
Main	513 sq ft
Foresail	305 sq ft
Total	818 sq ft

FREEDOM ★ 21

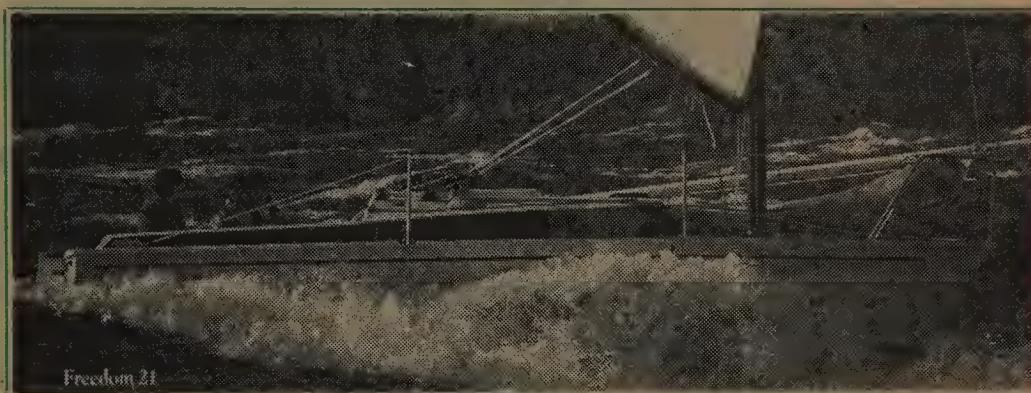
LOA	21'8"
LWL	17'8"
Beam	8'0"
Draft, fin keel	3'9"
shoal keel	2'0"
Sail Area	200 sq ft
Displacement,	
fin keel	1,800 lbs
shoal keel	2050 lbs
Lead ballast	
fin keel	500 lbs
shoal keel	750 lbs



L.O.A.	34'5"
L.W.L.	28'100
Beam	10'11 1/2"
Draft scheel keel	4'5 1/2"
Draft fin keel	6'3"
Displacement	10,000 lbs
Ballast	4,400 lbs
Power	25 h.p. diesel
Berths	6
Sail Area	536 sq ft

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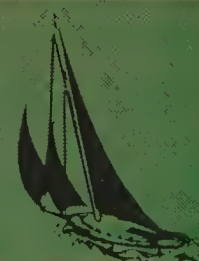
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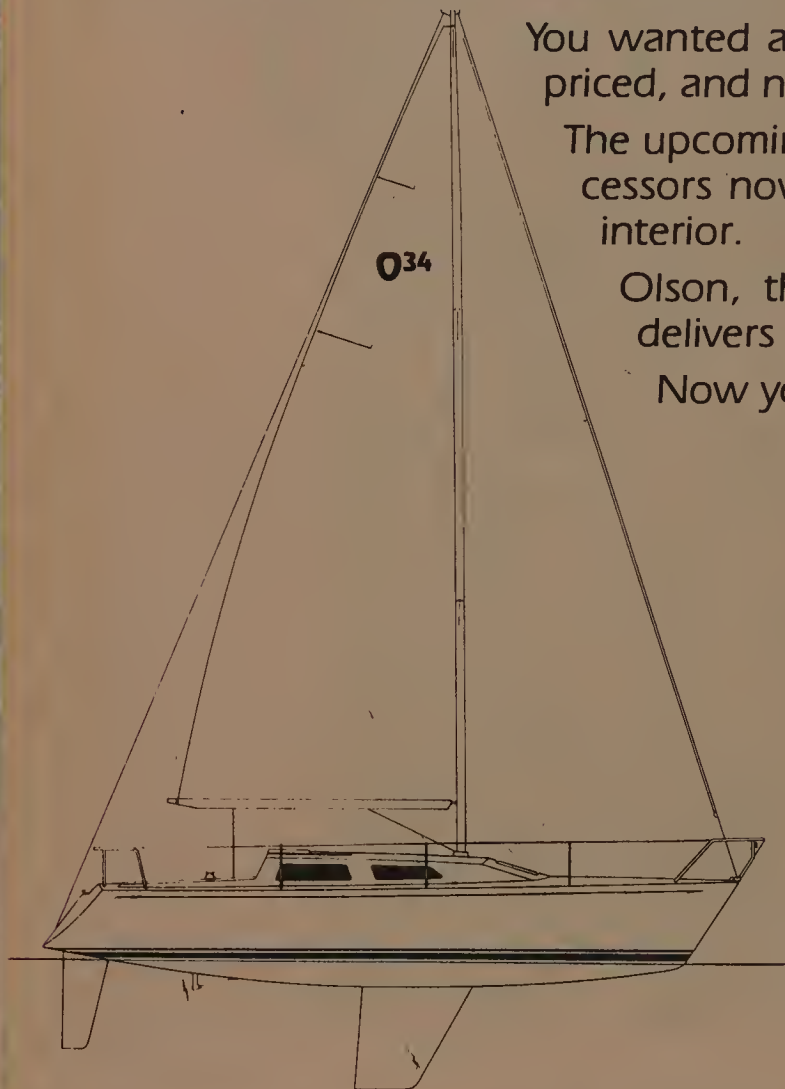
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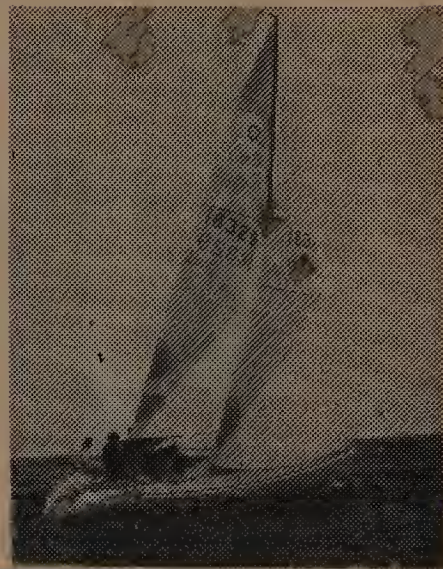
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Size	Manufacture	Year	Price
24'	Moore (never raced)	1983	21,500
24'	Moore	1976	15,500
24'	Bristol	1976	19,000
26'	Ranger (w/trailer)	1980	14,500
27'	Catalina	1971	12,450
27'	Catalina	1977	16,000
27'	Cal 2-27 (spinnaker)	1976	25,950
27'	Cal 2-27 (50-hours)	1979	27,250
27'	Express (3 from)	1982-'84	27,500

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2. Performance
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29'	Cal 2-29 (Diesel)	1976	29,500
31'	Cal	1979	46,600
32'	Fuji (diesel)	1977	47,500
35'	Erickson (bristol cond.)	1972	49,950
38'	Farallone Clipper(reduced)	1957	40,000
40'	Pacific Yawl (Knut Raimer)	1958	72,200
50'	Santa Cruz (Oaxaca)		200,000

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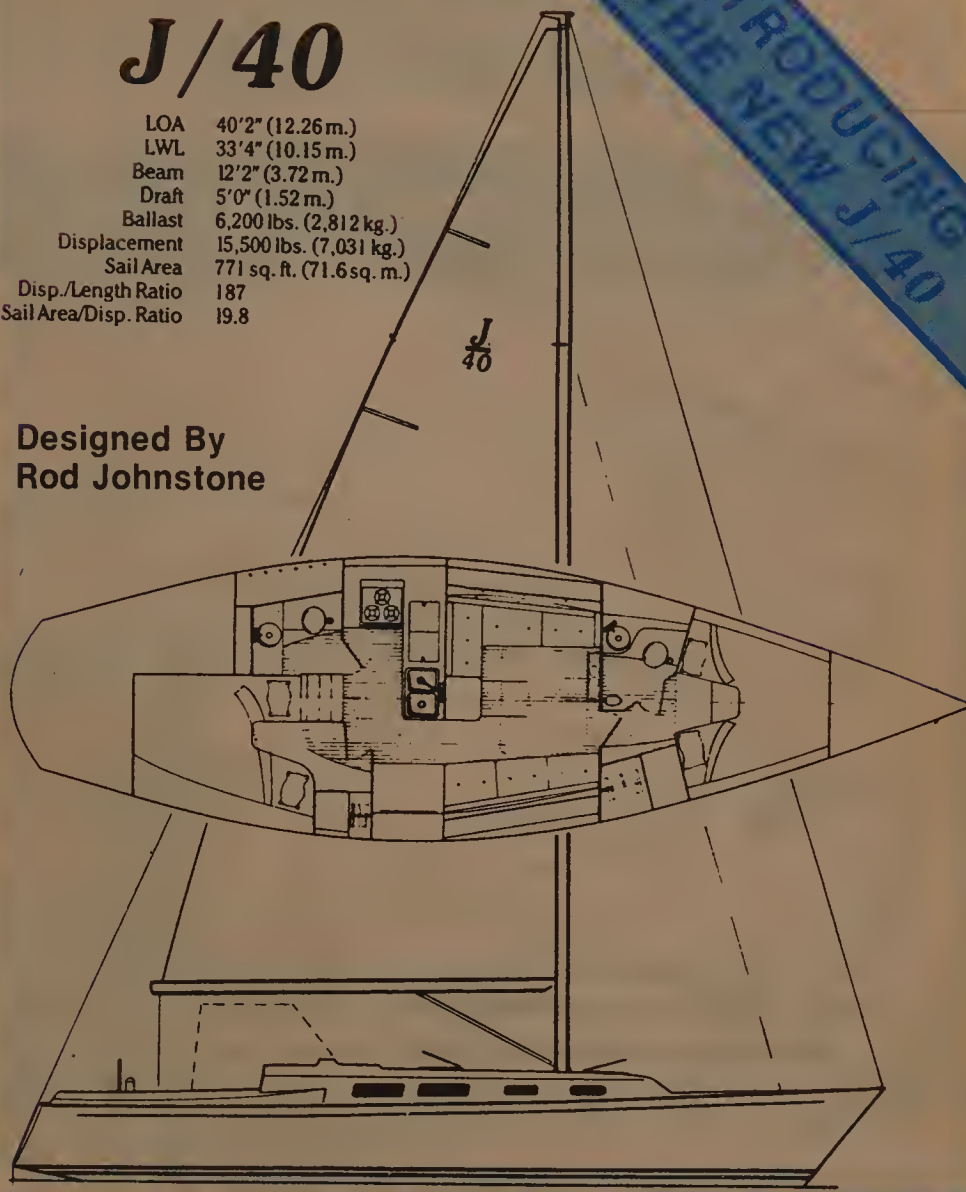
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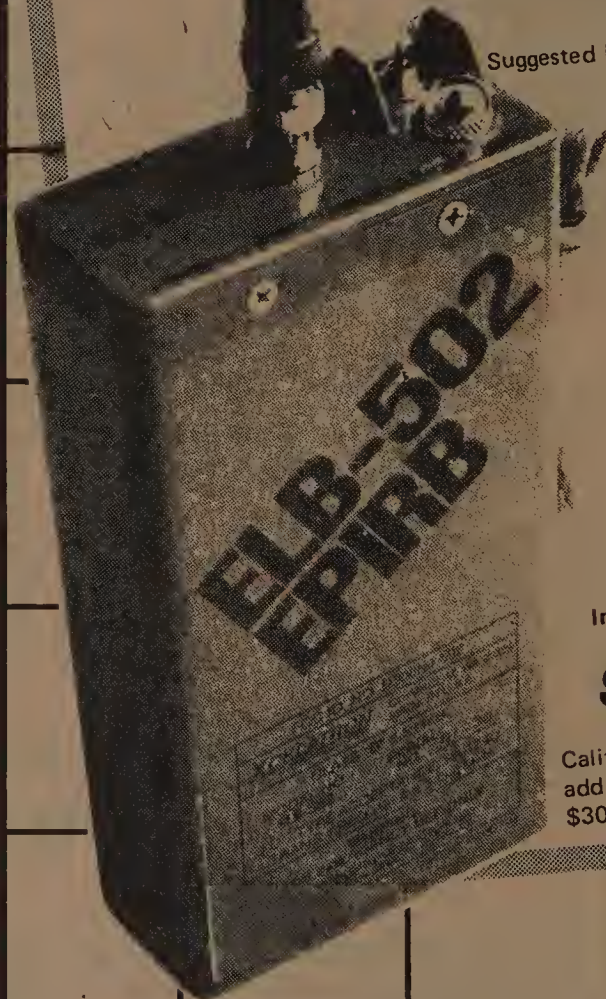
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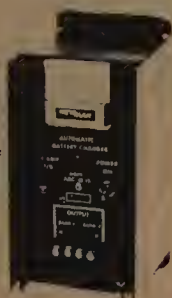
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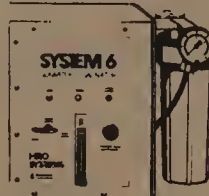
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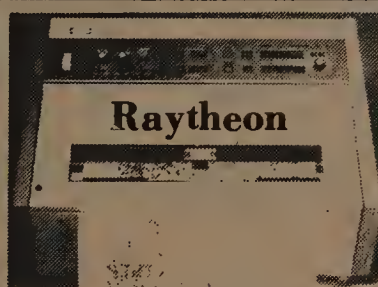
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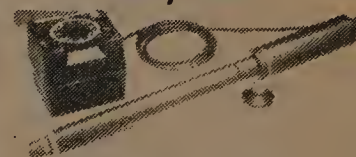


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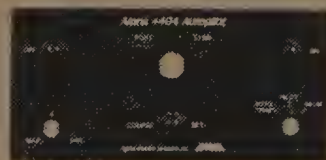
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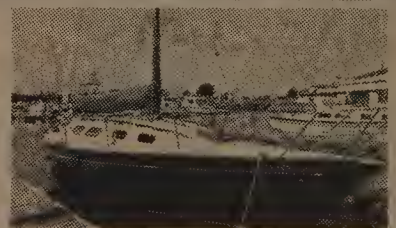
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65' Alden, 1926	95,000	37' Endeavour, 1979	75,000	30' Catalina, 1978	29,500	27' Cheoy Lee (2) from	18,995
64' Herrshoff Ketch, 1982	375,000	37' Gulfstar, 1976	81,000	30' Center Cockpit S-2, 1978	49,250	27' Contest, 1972	15,500
54' C.T., 1981	269,000	37' Islander, 1970	42,000	30' Columbia, 1973	23,000	27' Coronado (2) from	13,000
50' Gulfstar, 1977	149,500	37' Tayana Cutter, 1979	80,000	30' Cora, 1972	20,000	27' Ericson (3) from	17,950
47' Perry (2) from	114,900	36' Cheoy Lee Kch, 1969	50,000	30' Dufour, 1969	32,000	27' Hot Foot, 1984	25,000
45' Col II, 1974	134,900	36' Islander (4) from	44,500	30' Hunter, 1978	35,000	27' Mull Custom, 1976	17,000
46' Kettenburg PCE, 1958	57,500	36' Pearson 365, 1976	68,000	30' Islander Bahama (2)	39,900	27' Newport, 1972	18,250
45' Dufour, 1981	250,000	35' Coronado, 1971	43,900	30' Lancer, 1980	30,000	27' Nor' Sea, 1978	45,000
44' CSY, 1977	140,000	35' Dufour, 1979	89,500	30' Newport "Capital" 76	29,000	27' O'Day, 1977	20,500
44' Rhodes M/S, 1961	132,000	35' Ericson, 1970	36,000	30' O'Day, 1978	38,000	26' Columbia, 1969	11,100
44' Swan, 1979	275,000	35' Fuji, 1976	67,500	30' Pearson, 1977	30,000	26' Ericson, 1969	11,000
43' Palmer Johnson, 1969	99,500	35' Pearson, 1981	65,000	30' Rawson, 1981	26,800	26' Int'l Folkboat (3)	15,000
43' Westsail, 1976	119,000	35' Santana, 1981	70,000	30' Tartan (3)	33,000	26' Ranger, 1972	15,000
43' Gulfstar, 1976	99,500	35' Tradewinds, 1985	75,000	30' US, 1981	31,500	26' Thunderbird, 1968	6,000
42' Morgan, 1972	85,000	34' Aloha, 1985	84,000	30' Yankee, 1972	33,900	25' Cal, 1969	9,000
41' Morgan O/I Kch, 1981	95,000	34' Columbia, 1973	30,000	29' Alden, 1946	29,000	25' Coronado, 1969	7,000
41' Islander Freeport (2)	110,000	34' Farnosa, 1980	49,000	29' Buccaneer, 1979	35,000	25' Ericson, 1980	26,000
41' Perry, 1983	120,000	34' Cal, 1975	44,000	29' Cal, 1971	25,000	25' Kirby, 1979	13,950
41' Perry Cutter, 1979	125,000	33' Cal, 1973	42,500	29' Columbia, 1965	23,500	25' Lancer, 1969	15,000
40' Clark, 1980	31,000	33' Tartan, 1982	75,000	29' Competition 1000, 1973	27,950	25' Scidelman, 1979	14,900
40' Farnosa, 1979	62,500	33' Yandha, 1978	36,000	29' Jensen Cal, 1973	24,500	25' US Yachts, 1982	12,500
40' Katic, 1980	135,000	32' Atkins cutter, 1979	58,000	28' Cal, 1968	18,000	24' Gladiator, 1968	6,500
40' Olson, 1982	109,500	32' Columbia, 1979	48,000	28' Columbia, 1969	19,500	24' Islander, 1964	7,450
39' Swan, 1979	125,000	32' Lapworth, 1961	25,000	28' Halberg, 1958	9,950	24' Pearson Lark, 1968	11,100
39' Cal, 1971	67,500	32' Islander, 1966	33,000	28' Westsail, 1979	25,000	24' Venture	6,000
39' Yarktown, 1980	65,000	32' Nantucket, 1971	31,500	27' Aloha, 1985	28,000	23' Mark Mariane, 1978	12,900
38' Catalina, 1980	63,000	32' Pearson, 1977	42,800	27' Bayliner, 1980	28,000	23' O'Day, 1971	5,250
38' Downeast, 1976	67,000	32' Valiant, 1977	73,000	27' Cal, 1976	24,000	22' O'Day (2) from	6,000
38' Haps Christian Cutter, 1978	98,000	32' Cavalier, 1975	59,500	27' Cape Dory, 1980	32,000		
38' Pearson, 1984	146,000	30' Col 2-30, 1970	All Offers	27' Catalina, 1983	25,500		

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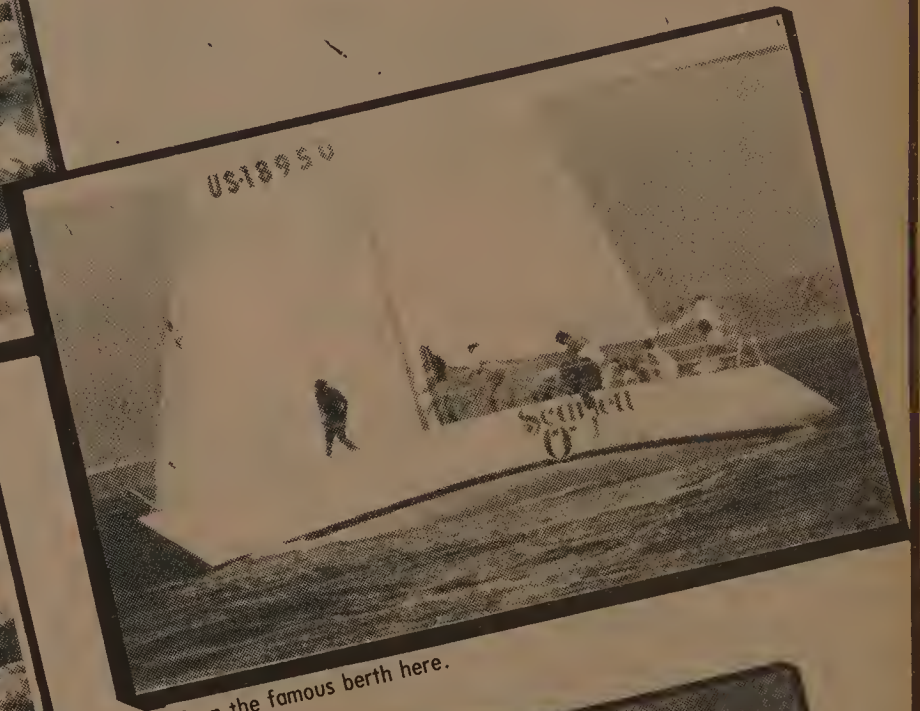
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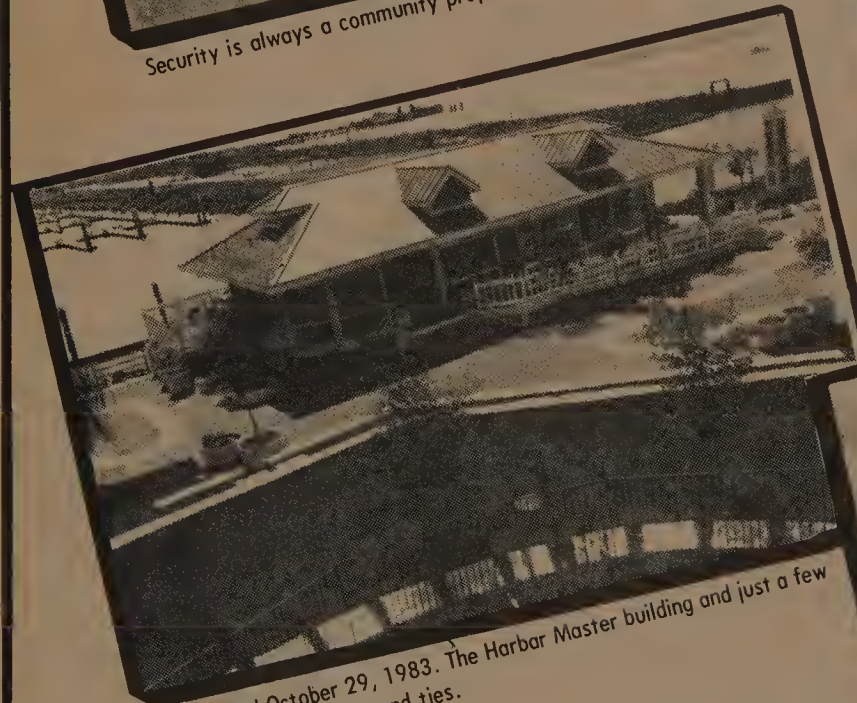
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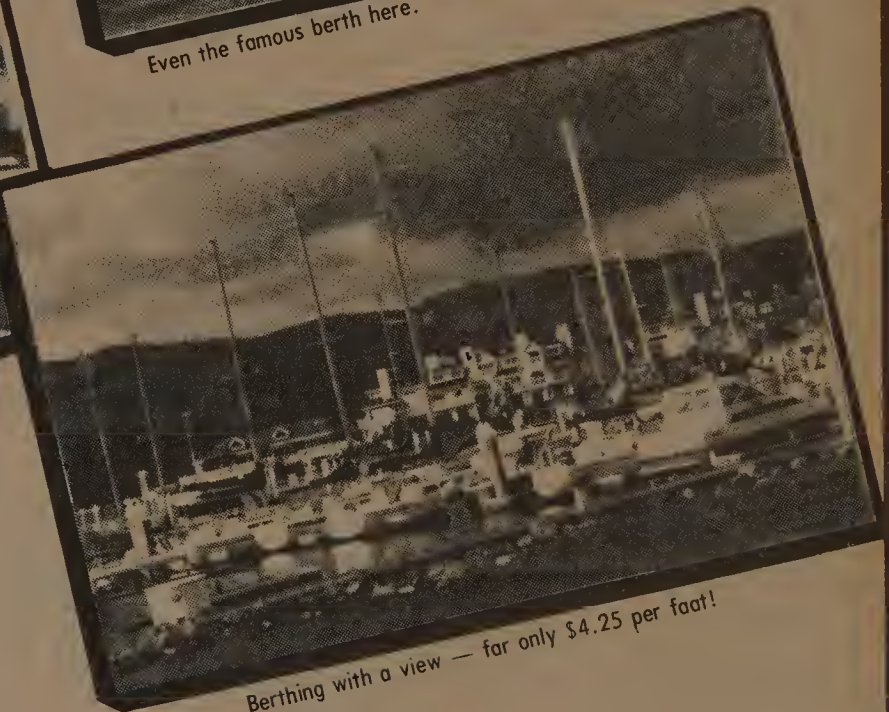
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45' Omega Cutter. Assume loan @11.4%. Teak decks, cntr. cockpit, great interior \$107,000

20' Cal	Popular Bay Boat	4,800	32' Columbia Sabre '65	Absolutely immaculate	10,000
20' Santana '77	Priced to sell	3,900	32' Nantucket Clipper '71	Experienced cruiser	29,950
22' Catalina	Great buy	2 from 5,000	32' Islander Custom '75	Cutter	38,000
22' Falmouth Cutter	Diesel, full keel	2 from 23,500	33' Yamaha	Very clean, extras	45,000
23' Ericson	Very Clean	2 from 6,000	34' Peterson '81	Loaded & clean	66,000
23' Ranger '76	Super Clean	13,000	35' Chris Craft '72	Motor sailer	78,000
24' Cal 2-24 '69	Great Value	6,900	35' Ericson '70	King's classic design	38,000
24' Columbia Challenger '64	Classic one design	5,250	36' Columbia '68	Clean, well equipped	39,500
24' Lapworth '69	FG, pop-top interior	5,300	36' Union Polaris '78	Liveaboard/Cruiser	74,500
24' Farr '81	Race ready	12,900	36' Ericson '77	Cutter, teak decks	79,900
24' Kiwi '74	12 Sails; Trailer	14,500	36' Cheoy Lee '76	Roomy Aft cabin	85,000
24' Vashon Troller '80	Exc. Cond.	24,950	36' Islander	Several	Call for prices
24' Yankee Dolphin '67	Great Pocket Cruiser	12,500	39' Cavalier '77	Must sell	Need Offers 89,000
25' Capri '80	Loaded, great buy	9,750	40' Olson '83	Race ready champion	109,500
25' Meridian '61	Beautiful small yacht	12,000	40' Valiant '76	Liveaboard, Cruiser	126,500
25' O'Day '76	Roomy, trailerable	11,500	43' Bluenose Schooner '47	Immaculate classic	67,000
25' Yamaha	Swift & comfortable	19,500	43' Westsail '76	The best W43 we've seen	144,000
26' Balboa '74	Well Maintained	12,500	45' Mason	Steel Cruiser	119,000
26' Catamaran '74	Glass & wood	3,900	45' Omega '79	Cutter/Teak Decks	107,000
26' Chrysler '79	Swing keel	13,500	47' Porpoise Ketch '69	Liveaboard/cruiser	125,000
26' Columbia '70	Spacious, loaded	12,500	59' Custom Ketch '81	Steel, USCG Certified	295,000
26' Folkboat '70	Popular class boat	16,500	64' Herreshoff '82	Cold-molded beauty	375,000
26' Lapworth	Pocket Cruiser, Clean	15,000			
26' T/4 Schumacher '79	"Summertime Dream"	21,000			
27' Bristol '65	Alberg design	10,750			
27' Catalina '82	Clean, Inboard	20,500			
27' C & C '71	Reduced! Great deal	19,950			
28' Islander	Best On The Bay	2 from 32,000			
29' Sea Farer '74	Great Value	14,000			
30' Pacific '72	Mexico Veteran	12,500			
30' Sonoma '82	W/Trailer, Loaded	31,900			
30' Farr '78	Fast half Ton	26,850			
30' Shields '68	Open daysailer	7,900			
30' Catalina	Enormous interior	from 34,000			
32' Aries '82	Quality cruiser	45,000			

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NEW BOAT DEALER FOR: Yamaha Yachts 26 to 41 feet / Vancouver 25, 27, 32 / Miyoshi Custom Yachts

CALENDAR

Nonrace

October 2-6 — Stockton Boat Show. A cornucopia for hull kickers. Waterborne arrivals can anchor in the McLeod Lake anchorage and ride the show shuttle over. (209) 466-7066.

October 8 — Coast Guard Auxiliary Boating Skills and Seaman-ship class. 7:30 p.m. at Coast Guard Island, bldg. 10, Alameda. This is a twice a week, six week course. Gail Wagg, (408) 531-4006 or (415) 562-4075.

October 12 — Svendsen's Boat Works' 12th Annual Marine Swap Meet, Alameda Marina, 10 a.m. to 4 p.m. Whatever you need to buy, sell or trade, you can do it here. 522-7860.

October 12-13 — Open house at the Oyster Point YC. Come celebrate the opening of the all new clubhouse. Live band, free spaghetti and wine dinner. Everyone welcome. 877-9644.

October 14 — New moon.

October 26 — Los Gatos YC presents a sailing seminar with Mike Pyzel; 9:30 a.m. to 4 p.m. at the Los Gatos Swim and Racquet Club. Come bone up on everything from anchoring to sailing in heavy weather. Reservations required. John Leon (408) 395-7260.

October 26 — San Francisco Bay Chapter of the Oceanic Society hosts its 4th Annual Fleet Rendezvous at the Richmond YC. Dinner, dancing, sailing. Nonsailors welcome. 441-5970 M-Th.

October 26 — Plastic Classic Regatta Flea Market and Concours D'Elegance. For late '50s, early '60s fiberglass boats, their admirers and the general public. John Super, 824-5531 or 826-8370.

October 26 — Pacific Marine Supply's Annual Cruising Kick-Off Party for all boats going cruising. This is the big, original one with all munchies and drinks furnished by PMS with no obligations. The party begins in the early afternoon at the PMS store, 2804 Canon St., San Diego. (619) 223-7194.

October 28 — Full moon.

November 1-3 — American Sailing Association Instructor qualifying clinic, Olympic Circle Sailing Club. Learn to teach sailing the right way. Rich Jepsen, 843-4200.

November 9 — Singlehanded Sailing Society annual membership meeting, Oakland YC. For those who like to go it alone. Tony Smith 454-2312.

November 14-17 — San Diego Bay In the Water Used Boat Show, Chula Vista Marina. 11 to 6 weekdays; 10 to 6 weekends. (714) 673-9360.

November 20-24 — San Diego Bay In-the-Water Power and Sailboat Show, Chula Vista Marina. 140 power and sailboats 30 feet and up and more than two acres of accessories ashore. (714) 673-9360.

January 24-February 1, 1986 — Pacific Marine Exposition. San Mateo County Fair and Exposition Center. Carol Ramey 436-4664.

Racing

October 5 — Paisano Race. An El Toro event off the Monterey Peninsula. Jym Hanes, 14677 Charter Oak Blvd., Salinas, CA 93907.

October 5 — Fleet Admiral Chester W. Nimitz Regatta, open to all YRA and SYRA type yachts with PHRF ratings. Berkeley YC is the sponsor. Bobbi Tosse 939-9885.

October 5-6 — Snipe Fall Regatta and Mercury Class Joe Logan Memorial Trophy Series, St. Francis YC. 563-6363

October 5-6 — All Islander Invitational Regatta. One design starts for Islander Bahama, 28, 30, 36 fleets. All others PHRF. Tiburon YC will host the regatta. Race Chairman Ron Berger 435-4181.

October 6-12 — IOD (International One Design) World Championship Regatta, St. Francis YC. 929-8120.

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Racing Configuration . . . \$123,500.

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SPECIFICATIONS

LOA . . . 65'

LWL . . . 63'

Beam . . . 11'9"

Draft: 6'11" race -- 8'6"

Hull draft . . . 1'6"

Displacement . . . 23,500 lbs

Ballast . . . 10,000 lbs

Cabin Headroom . . . 6'7"

Mast Height A/B Deck 59'6"

Racing Mast Height . . . 70'

Berths . . . 9

Engine . . . 85 hp diesel

Speed U/D Power . . . 11.5 knots

Fuel Consumption . . . 1 to 2½ g/p/h

Sail Area . . . Cruise / Race

Mainsail . . . 556 / 826 ☐

Working Jib . . . 446 / 430 ☐

Genoa Jib . . . 1159 / 1410 ☐

Spinnaker . . . 2798 / 3456 ☐

Race Record

1985 — LA/Puerta Vallarta

(5) M65s finished. 1st, 3rd, 5th, 6th, 7th.

New Course Record

1985 — Santa Barbara/LA

192 boats, (3) M65s. 1st, 2nd, 3rd

1985 — Port Huron Race

Great Lakes, 320 boats. 2nd to finish.

2nd PHRF Div. A

1985 — Delivery to Europe

Sailed across the North

Atlantic to Mediterranean

1984 — LA/Long Point/LA

First to finish

1984 — LA/Catalina/LA

First to finish

1984 — 14-Mile Bank Race

First monohull to finish.

New Course Record.

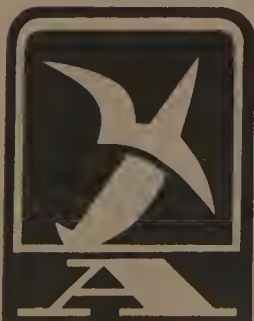
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CALENDAR

October 12 — Thirteenth Annual 'Round' Alameda Race for Laser and Laser IIs. Starts 11 a.m. at Encinal YC. 548-3730.

October 12 — Second Annual Hans Christian Race. Rules and course the same as for Colin Archer event. Bill Patience 887-6277.

October 12-13 — Veeder Cup. Matchracing between Santa Cruz and defending Monterey on Santana 35s. (408) 425-9500.

October 12-13 — Oktoberfest 1985, better known as the fifth and last of the Daysailor regional series races. Santa Cruz YC. Russel Breed 574-2251.

October 13 — Monaco to New York race, a new 4,000 mile ocean hopper, with \$100,000 in prize money! Call Prince Albert in Monaco.

October 19-20 — Singlehanded Sailing Society's Vallejo 1-2 Race. Race to Vallejo by yourself and come back with a friend. Free beer at skippers meeting on Oct. 16. Tony Smith 454-2312.

October 29 — The first of several Singlehanded Transpac safety seminars, 7 to 10 p.m. at the Oakland YC. Subject: Boat surveying and sails. Everyone invited. Frank Dinsmore (916) 962-3669.

October 25-26 — St. Francis YC Annual Junior Racing Clinic, for sailors 13 to 19. This event was oversubscribed last year so get your reservation in promptly. Dean Dietrich 781-4200 (W)/567-2370 (H).

October 26 — Plastic Classic Regatta for late '50s, early '60s fiberglass boats. Includes flea market and competition for best looking most comfortable, etc. boat. John Super 824-5531 or 826-8370.

October 27 — St. Francis YC Annual Junior Interclub Regatta. Dean Dietrich 781-4200 (W)/ 567-2370 (H).

November 9 — Seminar on multihull racing techniques. Olympic medalist Randy Smyth is one of the guest speakers at this MHRA (Multihull Racing Association) event. Peter Clutterbuck, 383-3756.

November 15-16 — Long Beach to Cabo San Lucas Race. An 800-mile slide to the end of Baja. PHRF classes start on the 15th; IOR on the 16th. Long Beach YC (213) 598-9401.

November 15-24 — J/24 World Championships at Atsumi Bay, Japan. Tomohiko Sekiguchi, (543) 5523.

November 21 — The second Singlehanded Sailing Society Transpac-prep seminars. This one is on self-steering. Oakland YC. Tony Smith 454-2312.

February 8, 1986 — Plan ahead for the San Diego to Manzanillo Race. Entry deadline is January 10. For more, call the San Diego YC at (619) 222-1103.

Fall Series — Palo Alto YC — 9/29, 10/6, 10/13, 10/27, 368-4039 or 851-0575.

Midwinter Series — Metropolitan YC — 11/9-10, 12/14-15, 1/11-12, 2/8-9, 832-6757.

Golden Gate YC — 11/24, 12/29, 1/26, 2/30, 346-BOAT.

Sausalito Cruising Club — 11/30, 12/28, 1/25, 2/29, 3/27, 495-6506.

Corinthian YC — 1/18-19, 2/15-16, 435-4771.

Richmond YC — (SBRA)12/1, 12/29, 1/26, 2/23, 237-2821.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 18th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!



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□ HELP ME WITH MY CROSS SECTION

Recently I read of the bliss of sculling your tender through crowded anchorages and harbors. I sculled some many years ago and remember what fun it was.

I'd like to make a sculling oar, but I'm uncertain as to just what the cross-section of the blade should look like. Can anyone help me out?

Tim Thomas
Aptos

Tim — We sure can't help you out. The last person we saw try and scull a boat was Skip Allan about six years ago with his Wylie Hawkfarm down in Santa Cruz. Wylie was there and Skip was asking him if he remembered how the guys did it in Europe or somewhere. As we remember he didn't.

We know that Lin and Larry Pardey, who sail engineless around the world, know. But perhaps somebody else can come up with the correct information before Larry has time to read of your request and respond from deep in the South Pacific.

□ WET GOING FOR OMEGA FOULIES

Greetings from southern climes.

While moored at the Hotel Oa Oa — which is everything we've heard it to be, and the bar decidedly more so — we managed to glance through some back issues of *Latitude 38*. We took a great interest in the letters about Atlantis foul weather gear, as we'd returned an unsatisfactory Omega brand "offshore jacket" a couple of months before from Papeete.

Had we had the benefit of the Atlantis correspondence before, we would have returned the bad jacket to the retailer instead of the manufacturer. For this individual isn't having much success dealing with the manufacturer. I enclose their terse reply to my complaint. It almost seems like they're holding my old jacket for ransom, doesn't it?

The said jacket had been purchased for the princely sum of \$100 in the autumn of 1982 with long term cruising in mind. It was used for a four-month trip to Mexico in early 1983, then hung in a closet for a year-and-a-half while we returned to work and readied the boat for further cruising.

We had good weather during our stay in Mexico and ol' yeller wasn't needed until we were mid-Pacific in March of 1985. You can imagine my dismay and string of expletives when we found out the jacket had metamorphosed into a sponge while in the closet! It actually weighed the wearer down.

Now I'm from Ireland, and used to having defective goods replaced without any hue and cry. In a small country there's no place for the manufacturers to metaphorically hide. So I sent the Omega thing back, assuming that I'd receive some kind of satisfaction — perhaps a re-waterproofed jacket when we arrived in Bora Bora. But no. I was pretty pissed off at their offer of a new set — for charges that would total almost \$70. I wrote them an indignant letter back, explaining that for \$100 I expect the cursed stuff to be good for more than four month's use. (My own jacket, I should note, is an at least seven year old 'Ron Holland' left in my house by an absconding tenant long before I'd any notion of sailing. It still works great.)

On the other hand, we wrote to Raritan for an esoteric internal part for our head. They obligingly rushed one out to us and billed us. It turned out to be the wrong part, but that was due to our sketching. We returned the part and since they also sent a parts list, we're confident that the right part will turn up at our next stop. I'd say Raritan is a 'good guys' company.

So much for the frustrations of trying to fix things by mail. I miss

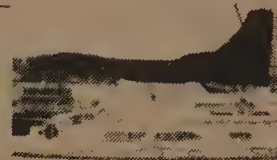
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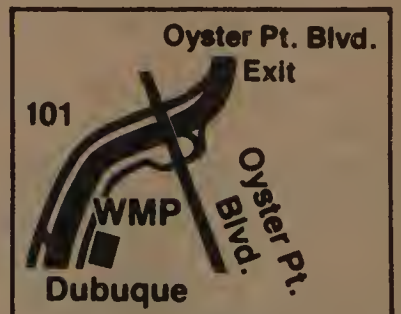
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LETTERS

seeing *Latitude 38* regularly, but that's all I miss!

Jessie Sweeney
yacht *Smilin' Jack*
Bora Bora

□ WHERE THE CATS CAN CLEAN UP

Earlier this year you mentioned a new yard to service multihulls in the Bay Area, the Sausalito Multihull Center.

I recently had the opportunity to avail myself of their ways to haul and paint my 42-ft catamaran, and I was very pleased with the results. I chose to do most of my own work, but you can do as little or as much as you chose. Lee, who owns the service, is there to assist with things you can't do yourself.

In short, my haulout was a reasonably-priced and successful endeavor.

Jean-Jacques d'Aquin
Far Star
Tulsa, Oklahoma

Jean-Jacques — We understand that it's sometimes difficult for multihulls to find places that will haul them out. San Francisco Boatworks in the city is another place that will do it.

□ FOLLOWING FRIENDS

While sitting engineless waiting for parts on a CSY-44 in Colon, Republic of Panama for three weeks, we met, visited and shared cruise news and future plans with a variety of yachties going both east and west. Since it was the start of hurricane season, it made the transits so much more interesting.

We hated losing contact with these other adventurers and new friends like those on *Beyond*, who sometimes write in to *Latitude 38*. So here's our subscription in hopes there will be word of friends as they continue their journeys. Ours is over, we are home in Olympia hoping to read of the successful transits of our many friends.

Margaret Sibold
Olympia, Washington

Margaret — Thanks for the subscription. We hope you hear from the folks you want to hear from. We do encourage everybody writing in to Changes in Latitudes to remember to identify the other west coast boats in the vicinity. Like you, we know how much fun it is to keep up with old cruising friends.

□ BRING ME THE CLASSICS

Enclosed is a copy of *High Technology* magazine with an article on kite-powered sailing. Please forward it to Max Ebb.

How about a "Best of *Latitude 38*" issue, where we could all enjoy classics of the years gone by. For instance *Cruising Rehabilitation*. Some folks might even re-enjoy getting re-disgusted by the *Poodle Shoot* and *BBQ*.

Jim Fisher
Citrus Heights

Jim — A number of people have suggest we do a "Best Of" issue — or even a book. The idea scares us for a couple of reasons. First off, we never like to look back in the belief that the best is yet to come. Secondly, our readers might have a great difference of opinion on what was the best of Latitude 38 and what was the worst. If any of you would like to make a few nominations for each category, we'd be delighted to hear about them.

However, you probably have noticed that this is issue 100, quite a milestone for ol' mag. We plan to do a little bit of a retrospective in

Welcome Home Dean and Patty

Dean and Patty returned this July from a 9,000 mile cruise through French Polynesia and Hawaii using a complete set of our sails. They found the 90% jib to be the real workhorse and usually went from the 90% to the 150% genoa without using the 120%.

When they returned the only repair necessary was replacing three jib hanks on the 90% jib!

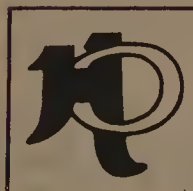
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LETTERS

the next issue, and perhaps that will include a couple of reprints from the previous 15,000 pages.

As for the article you enclosed, we've passed it along to Max.

□ FIBERGLASS DELAMINATION PROBLEMS?

I would like to get in contact with boatowners who have found delamination and other types of defective lay-up between the layers of glass cloth on the hull of their boats. This condition appears to accompany hulls with severe blistering problems and adversely affects the integrity of the fiberglass structure. This delamination was very severe on my boat, built by Gulfstar, Inc.

I will answer all correspondence I receive on this problem, as a class action effort is being organized to help recover the very expensive repair costs required to remove and replace the areas where bonding between the layers of cloth does not exist.

Duane Carmine
100 Jamaica Street
Tiburon, CA 94920

□ HOW'S IT HANGING?

I read your *Basic Maintenance* article in Volume 99. I noticed that the radar reflector on the boat photographed to illustrate the story was at an angle. If memory serves me correct, the owner of the radar reflector is not getting his/her money's worth.

Don't they have to hang plumb?

Norman DeVall
Ukiah, CA

Norman — We'll do a little more checking, but if memory serves us, radar reflectors are least effective when hanging plumb.

□ ANOTHER OF THE KIND OF PEOPLE WE LIKE TO HEAR ABOUT

After years of very satisfactory dealings with North Sails of Alameda, I ran into some real problems with one individual; incorrect estimates, timing delays and incorrect measurements.

I expressed my concerns with Steve Taft at the loft, whom I have been dealing with for years. His reply was swift and the corrective factor generous. I think it's important to point out that I don't own a state-of-the-art racing boat, nor do I buy a lot of sails.

So despite the problem in this one instance, I'm very happy with North and pleased to have been able to deal with Steve Taft.

Robert Huddleston
San Francisco Bay

□ HAVEN'T GOT OURS YET

Does anybody know if the most recent edition of *The Baja Sea Guide* has been printed yet? Having cruised extensively in the Sea of Cortez for the last two seasons, we ordered the revised third edition last winter expecting it to have been useful this last spring. But we never got the book.

Correspondence from author Leland Lewis on June 9 indicated that the book had gone to the printer, but we still don't have ours. We expect to resume cruising the Sea of Cortez this fall and wonder how much longer we must be patient.

Barb Poulson
Scottsdale, Arizona

Barb — We wish we had an answer for you. We remember getting press releases to the effect a new edition was being published, but have seen nothing yet. We'll see if we can't track down what's hap-

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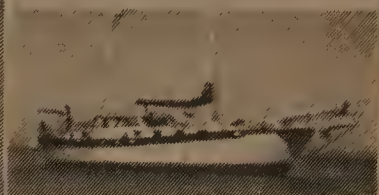
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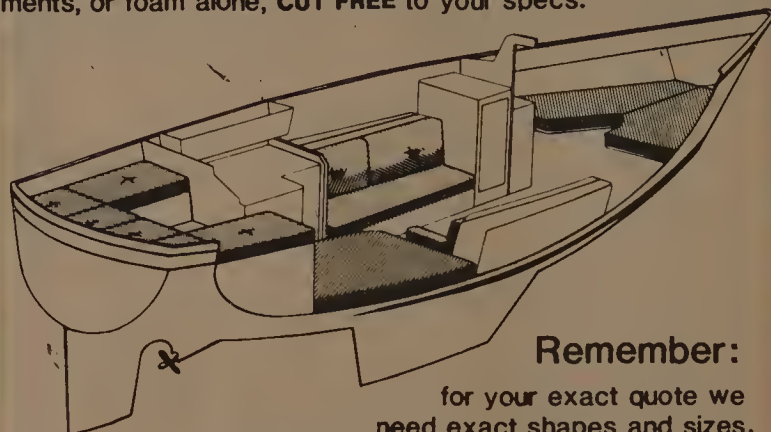
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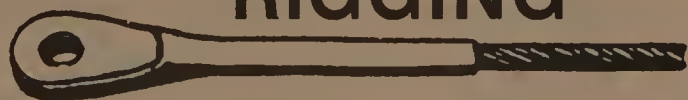
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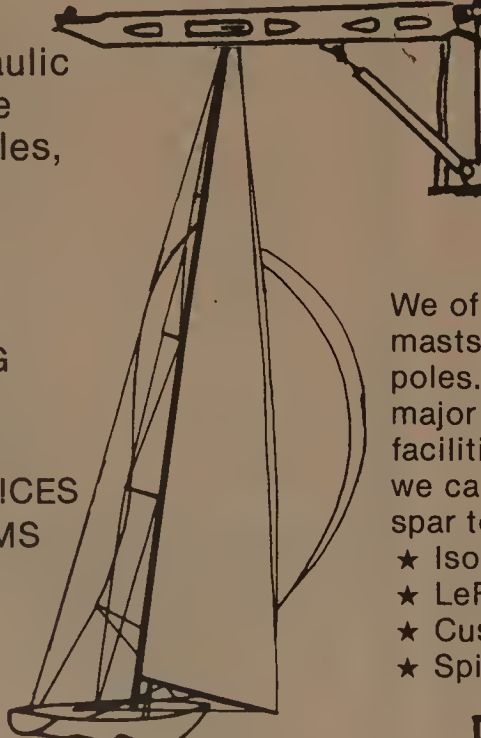
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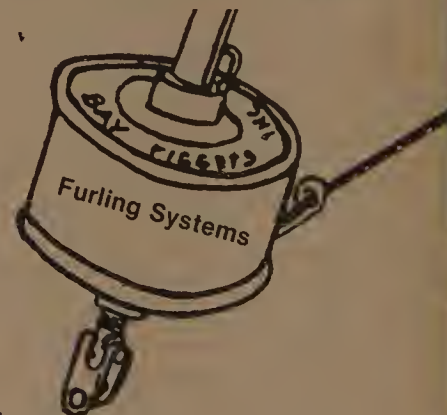
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LETTERS

pening.

We do hope the book appears; we had an earlier edition and found it to be most useful and informative.

□ DESPERATELY SEEKING RICH RUGGLES

As an owner of one-fourth of the Vertue fleet on the west coast, I enjoyed the good press on what — for its size — is generally regarded as the best offshore cruising boat yet designed. I am sure Mr. Ruggles will find, as did the rest of the Vertue owners, that owning a boat that can sail better than you is rather humbling.

Mr. Ruggles might be happy to know that the wooden Vertue's *Dawn* and *Aires II* are at last report in Sausalito, while *Phoenix* and my own *Patience* are snug in the San Rafael triangle.

I would very much like to see Mr. Ruggles' new Vertue II. I enjoyed some correspondence with "the partners" at Giles when the design was germinating. If the original plan was carried out, the lines weren't altered, although about six inches of sheer was added at the deckline, which makes for the added length and beam. However, if the II's waterline is indeed 21'6" — up six inches from the original — without changing the underbody, it's a trick I've yet to learn. They must have included six inches worth of the outboard rudderpost in the measurement.

I strongly suspect the measurement was done by a yacht broker under the "International Rule of All Brokerage Measurement" (I.R.A.B.M.). For the record, this rule provides for measurements to be taken with a cotton tape on a rainy day from the foremost appendage of the vessel (usually the bowsprit or end of the "cheater pole" rigged dead amidships) to the aftermost appendage (including the ensign fully unfurled). Thus is explained the genesis of the "LOA" (length overall) and "LOD" (length on deck) baloney directed to the unwitting (unwitted) "gunnel thumper" with more case than experience looking for the biggest bang for his bucks. In L. Francis' day, the number after the name meant the length of the waterline and nothing else.

These brokers remind me of an old China hand who used to con drinks in bars on the Embarcadero. He always bet his pet monkey was better endowed than the bartender and won when he began the measure from the end of the monkey's tail.

But I'm dragging my anchor here. Would you be so kind as to forward the good Mr. Ruggles of San Mateo my card (blank envelope enclosed). I would very much like to meet a man with such good taste and perhaps con him into a sail on his polyester plaything. It would be of great interest to me to see her put through her paces and see how she measures up to her wooden sisters.

Bob Cleek
San Rafael

□ STOP THE PRESSES! I GOOFED.

My dearly beloved had occasion to point out the Vertue item in last month's *Latitude* last night and I told her about the letter I sent.

This led to a discussion of the true waterline length of the Vertue. She argued without any justification whatsoever that I had a tendency to exaggerate, citing occasions when I had claimed something was six inches longer than it really was.

In the interests of family harmony, I rolled out the lines and sure enough, by J. Laurent Giles' own hand, the Vertue has a 21'6" waterline, just as you wrote.

To quote Emily Latella: "Never mind."

But I don't take back anything I said about the "International Rule of All Brokerage Measurement" (I.R.A.B.M.). And don't get me started on knots "per hour", "down" below, "up" forward, "back" aft

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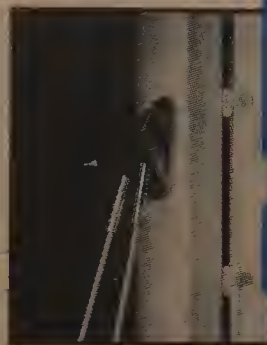


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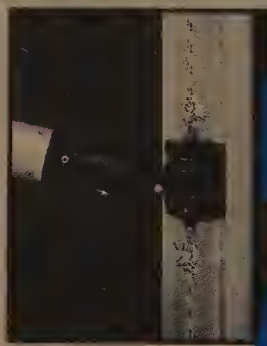
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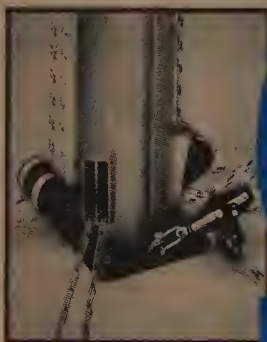


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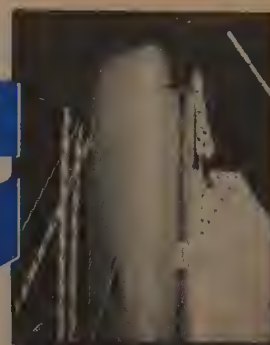
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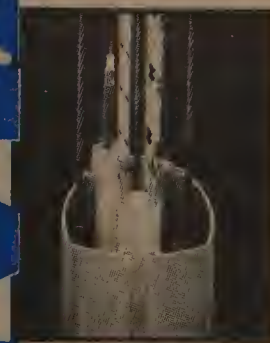
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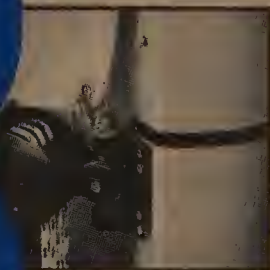
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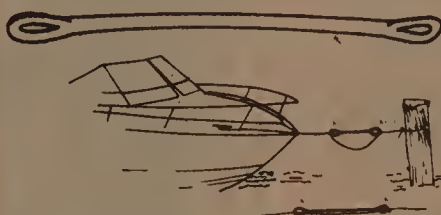
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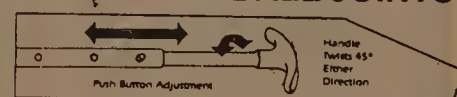
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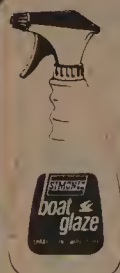
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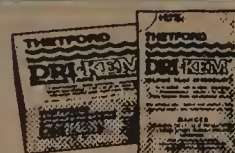
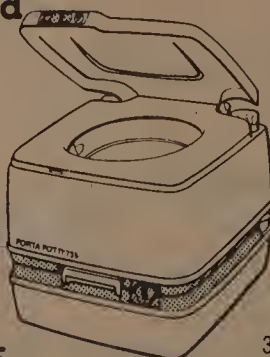
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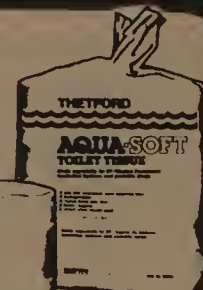
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LETTERS

or "the" before the given name of a vessel.

Bob Cleek
San Rafael

Bob — We won't say anything if you won't.

□ CORROSIVE COMMENTS

I'm writing in response to Dan Weinstein's letter that appeared on page 57 of the August issue. That was a very good essay on corrosion, pitting, etc. in water. Now could you explain "radiation-enhanced corrosion" to us and why you are still pro-nuke?

Those 30-year design life plants are rusting out at an alarming rate.
Dave Chapman
Forestville

□ WHO CARES?

I think BCDC stands for Banish, Condemn, Damn and Conquer. They don't care how we boaters feel and only hold 'hearings' because they are required to by law.

They prove their worth by making the weakest so-called 'offenders' toe their cruel and unjust mark.

The BCDC doesn't mess with the really big boys (i.e. big businesses) who really pollute the Bay.

It's wrong for we boaters to think the BCDC Staff cares what we think. It's like thinking a hungry rabbit will willingly share his lettuce or that your friendly local rapist will turn herself/himself in. No way!

I suggest we cut them off at the wallet. Write to all of your representatives instructing them to rid us of this costly/ineffective group — now!

They say we pollute with waste materials. Let's show them how we can get rid of the real waste — the BCDC.

Bill Tennant
Redwood City

Bill — Asking to get rid of the BCDC is hoping for the impossible. They've done a lot of good in the past and are riding on the crest of adulation that corresponds with their 20th anniversary. And they've got the League of Women Voters and the so-called Save the Bay group leading the cheers and insulating them from any meaningful criticism.

The best you can hope for is to change their minds, a difficult task since most will have to be opened first. Ultimately we suspect it's going to come down to lawsuits and intentional violation of unenforceable regulations.

□ BOAT ON THE LOOSE

We want to take this opportunity to publicly thank Jud Goldsmith and Joe and Renate Cowen for securing our boat, *High Trim* after she drifted out of Treasure Island Cove on Sunday, September 1.

Here's the story. We anchored *Trim* and then went aboard *Fair Sarai* (the 103-ft black-hulled schooner that is now gracing the Bay) for a wonderful, exciting and great sail. As we returned to the Treasure Island Cove I was standing on *Sarai's* port deck to catch that first sight of our lady — but I saw nothing but an empty stretch of water! No *Trim*? Where? What? Stolen? I was confused and dismayed. She was our home and our boat — everything we owned or cared about was aboard her.

Then my husband called out from the starboard side of *Sarai*, saying that *Trim* was docked. I was more confused than ever, and wondered if she was okay and how she ended up at the dock. When we got off *Sarai* Joe and Renate Cowen of *Leading Lady* came over



COMING SOON

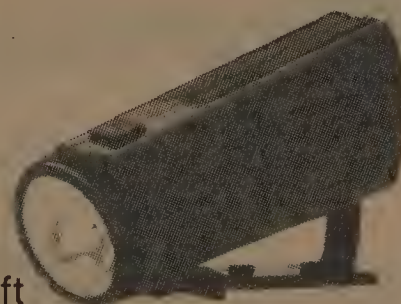


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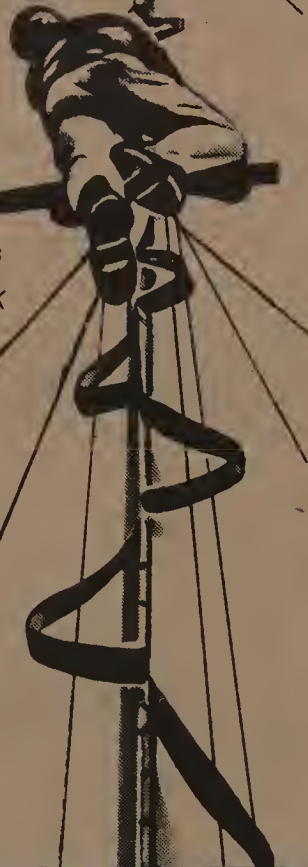
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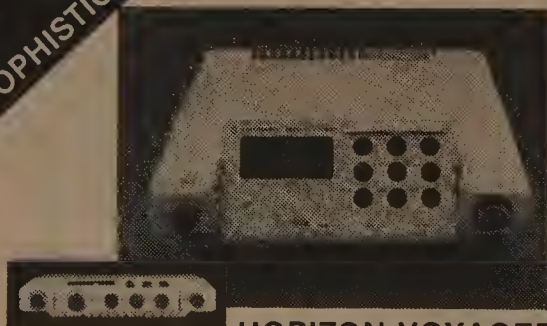
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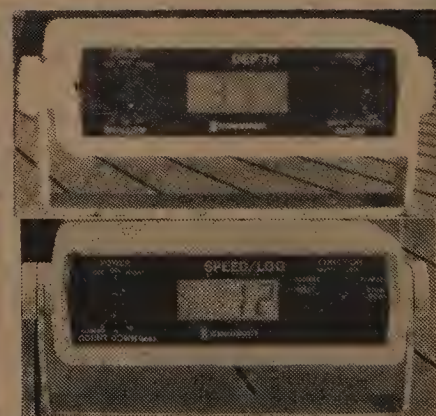
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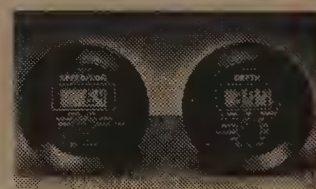
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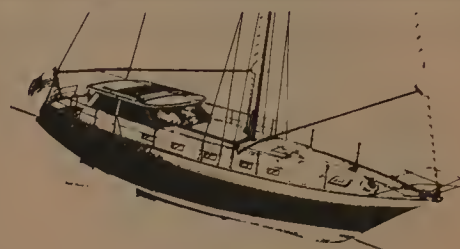
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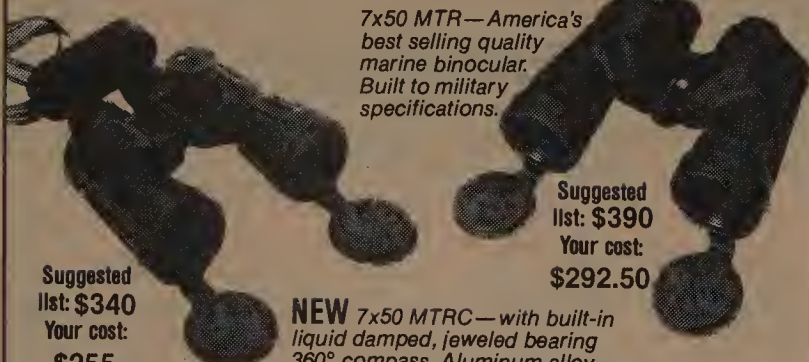
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LETTERS

and told us what had happened:

After we had left the winds came up, gusting to 35 knots. *Trim*, with her high windage, started to work the 35-lb CQR loose and finally began to drag. To those watching it initially seemed as though we must have been below, but soon it became obvious we weren't. Eventually Jud Goldsmith, who had been anchored further out on *Magic Carpet*, got into his dink and chased *Trim* down before she got to Oakland. Finding nobody aboard, he started her engine and brought *Trim* to the guest dock where the Cowen's assisted in getting her safely moored.

It's obvious we can't thank these people enough. They saved the boat we spent 12 years building — as well as all our household goods and possessions.

We have concluded that *Trim* dragged because of insufficient scope for the rising tide and too little chain. How much scope to put out was tricky; we wanted to put out enough to hold *Trim* in place but not so much that we'd swing into other boats moored in the cove. I guess that's always a problem in a crowded anchorage.

But the chain is another matter. We anchor out frequently with the CQR and have only had trouble once before, this at Paradise Cay where there also was a strong current and heavy wind. It's clear to us now that we didn't have enough chain to get the anchor down, so we're going to put some more on before we anchor out again.

I guess this was a case of poor seamanship on our part. It was also pretty embarrassing — especially since we're owners of a character boat and were flying Master Mariner's and *Latitude 38* pennants. However it sure was fine to see that good people — like Goldsmith and the Cowen's — will come to your aid when you need them.

Trudi Lundin
Alameda

Trudi — Don't take it quite so hard, we've all screwed up on occasion. For example there was the windy night that we, blissfully unaware, dragged through half the Sea of Cortez Race Week fleet. Then there was the time in the Delta we neglected to seize the pin on shackle of our 35-lb CQR; when we pulled up the chain there wasn't anything on the end of it. There was also the time . . . well, you get the point.

☐ PALER BUT WISER

Here in New England we don't sail in the buff, but we do know the difference between "supine" and "prone". If Max Ebb (p. 102-103 in the August issue) had indeed been in a "supine position", the detection of windshifts would not have been by the sensitive hairs on his buns, but by other sensitive detection members that even a California magazine probably wouldn't have printed.

Jere and Dot Mead
Southwest Harbor, Maine

Jere and Dot — You're absolutely right. If we spent less time running around naked in California sunshine and more time proofreading we'd probably catch more of those foolish mistakes. Of course then our tan wouldn't be worth a damn, would it?

☐ MORE FUN THAN EVER!

Even another reason to wait with bated breath for the *Latitude 38* — a math puzzle!

As the pages in the September issue aren't numbered according to the normal progression — as in 1, 2, . . . n; I have come up with the following math formula to assist those who may be unfamiliar with the progression that was used.

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LETTERS

Figuring the first number in a section of pages; 1-36, 61-84, 37-60, 85-132, 157-180, 133-156, 181-214. It follows, then, that this formula is self-explanatory. (I learned that line in calculus, although I never learned calculus).

The formula: The square root of the number of seconds in an hour minus the number of hours in a lunar day plus four times the number of eggs normally found in a carton of eggs plus (here is where we get to discuss something next month) the life expectancy of a never-been-married male minus the number of hours in a lunar day plus (once again) the number of eggs normally found in a carton of cackle-berries.

P.S. Can I have one of the coveted Rover Reported t-shirts for not hasseling you over your unmitigated screw-up?

John Luellen
Sausalito

John — Your shirt is in the mail. We sure hope it isn't one of the ones where they put the collar on backwards.

□ A LITTLE OFF THE MARK

I have long read and enjoyed *Latitude 38* and have always wanted to win a 'Roving Reporter' t-shirt.

In your article on the 1985 TransPac you referred to *Ragtime* as "the oldest entry with 23 years under her bottom". I sailed the TransPac on the Lapworth 50, *Sumatra*. We were not the fastest boat, nor were we the slowest. But having been built in 1961, we were the oldest entry.

I wear a large t-shirt.

Secondly, I have often seen Fast 40's on the Bay and have been very impressed. Their resale price seems to be remarkably low compared to Olson 40's and similar boats. Is there a reason for this? If I learn that the Fast 40 is indeed fast and safe, I would be very interested in taking it on the next TransPac.

I also want to say that I've finally gotten around to advertising in your business Classy Classifieds and I have been getting excellent response. Keep up the good work.

Brent Vaughan
Tahoe City

Brent — Your 'Roving Reporter' t-shirt is in the mail.

In regard to the pricing of used sailboats, you are addressing a very complex subject. Unless you've spent a lot of time in the business you'll find no rhyme or reason to it — and in some cases a lifetime in the business still won't prepare you for what happens.

In the specific case of the Olson versus a Fast 40, we can think of several factors that might affect the difference in price. 1. Initial cost of the boats. 2. The relative success of the two boats in the marketplace as well as the race course, and 3. The fact that the Olson line of boats is still selling strong and is perceived as a strong force in the sailboat marketplace.

□ AWE-SOME AS IN DATSUN

I am frankly in awe of the quality of your *Letters* column.

In the August issue there was the great good (well-written too) fun of: "Was It Something I Stepped In?" pp 61.

And your Complete Apology in: "Holy Toledo . . ." pp 69. (apology being one thing that most editors cannot accomplish).

And the hard-minded, level-headed perspective (born of actually performing the background research and followup) added to: "We're all guilty . . ." pp 77.

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LETTERS

mistrust costs you additional work to verify it; and your good humored laughter — which is to my eyes has always been that — again the product of self-discipline to avoid meanness and causticism.

Thank you for your hard work, for your scepticism. You have built a very solid journalistic house. You must be quite proud. It shows.

Judd Smith
Berkeley

Judd — If you're not being facetious, here's our response: You make it sound like the Letters section is perfect — unfortunately it's not, and nobody knows it better than those of use who do it.

However, we do the very best job we can, and that's a direct result of working very hard and putting in long hours. A lot of readers may not believe this, but there have been many times in which we have sweated two or three hours just to come up with a two line response to a letter. Fortunately not all of them take that long. This one, for example, took 30 seconds.

□ WILL YOU BRING YOUR BUSINESS THERE AGAIN?

This is a public thank's to one of the "good guys".

After breaking the eye on a large metal boom strap, my unsuccessful search for a comparable metal strap eventually led me to Svendsen's chandlery in Alameda. There I met Joe Davis.

Joe took one look at the broken strap and smilingly commented that it must be from a Columbia, since he had a new eye just like it at home. Although obviously in the chandlery business to sell merchandise, Joe went home for lunch, picked up the part, gave it to me as a gift.

Thank's again Joe.

Larry Wonderling
San Francisco

□ OA OA RESPONDS

In regard to *Pearl's* letter, printed in your September '85 issue, we have the following reply:

We were taken aback to read Dave Dexter's and Robbi Jardine's blast at us. We thank *Latitude 38* for their reply and perspective. Since *Pearl* left us no forwarding address, we'd like to use this medium to respond to them.

We had kept separate tabs for the various people on *Pearl*, at their request, and ended up with not one but two missing tabs. One bar chit, for Debbie Cherniak, was found after her others had been paid. We did absorb this one as our mistake. The amount was about \$3.75 — not \$8.00. Two days later we found the second mistake of ours — a tab for Dave and Robbi that had been misfiled with another boat's bill. This tab was bigger, \$12.19. Since Robbi had known there was a missing bill and had wanted to settle with her Visa card, we did charge this one to her card.

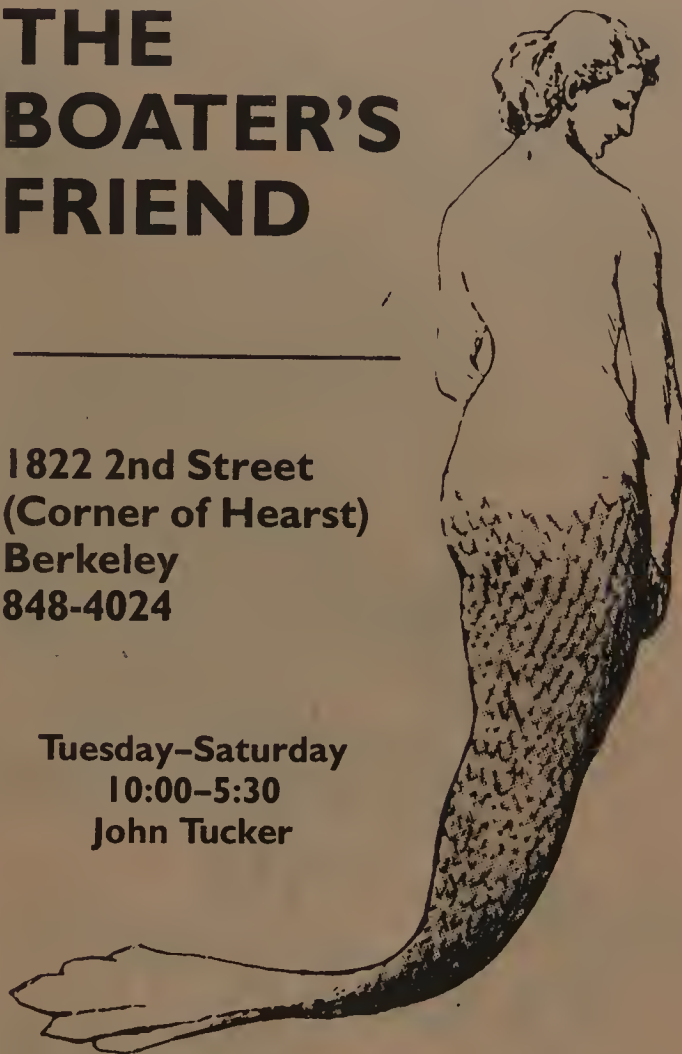
For what it's worth, these errors in our bookkeeping occurred in the two days following the day our chef quit, while we were unduly preoccupied with coping in the kitchen.

As to Greg's proclaiming to all comers that *Pearl* skipped out on a bill, this is absolute nonsense. We are often asked by yachties if yachts skip out with bills unpaid, and Greg's frequent response is that the only problem we have ever had is like what happened with *Pearl*: our mistake, not theirs. Now if bits and pieces of this type of conversation are overheard, incorrectly understood, and indiscriminately repeated (the old coconut telegraph syndrome), then we can see how the story could become distorted enough by the time it reached Vava'u to warrant *Pearl's* indignation. They did no such thing as skip

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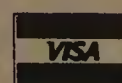
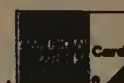
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LETTERS

out, and our use of our screw-up with them as an illustration of how good yachties are, was never intended to turn into a black eye for them. We apologize profusely, Dave and Robbi, for the affront of any insinuation that you might be other than scrupulously honest. We are sorry, and have learned not to get too specific in our responses to casual questions.

As to their assertion that we cheated Dr. Ross Robertson, a hotel guest, on his room rate, we have some facts that will put that situation in proper perspective. We categorically deny that we cheated him, and here's why:

Dr. Robertson's employer, the Smithsonian Institute, reserved him 12 nights at our hotel some five months before he actually arrived. A deposit for one night at our normal rate was made in guarantee of this reservation over two months before Dr. Robertson got here — proof that he knew our rates well in advance. Then, three days into his stay, Dr. Robertson told us the hotel was too expensive and if we couldn't cut rate for him he was going to leave. Nice guy.

Well, we agreed to cut his rate, not wanting to lose the remaining nine nights — but beginning on the day he asked for the discount. At check-out time, Dr. Robertson argued that we should also have discounted the first days. We would not do this. Then, he demanded that we rewrite his bill, listing bar charges as food. This we did, in palliation, but with the realization that it meant he was probably going to get reimbursed anyway!

Russet and Firelight may have missed the subtleties of our disgruntlement with these arrangements. Dr. Robertson booked for 12 nights at one rate, paid less, was still unhappy, and then asked us to make him up a phony bill! We should never have yielded to his blackmail in the first place. We did end up feeling screwed, but more by the personality than financially.

It hardly behooves us to intentionally abuse our customers. One unhappy customer makes more noise than ten who are ecstatic, and we find most people remember bad news better anyway. Since 40 percent of our hotel business and 100 percent of our yacht business is from personal endorsements and referrals, we would have to close our doors tomorrow if we truly acted and spoke as depicted in Pearl's letter.

Dont' know if this removes the tempest from the teapot, or not. We are normal people making a marginal living from a small business. We try to be fair, and sometimes it works, sometimes it's not worth the effort — as with Dr. Robertson. We obviously make mistakes, but we hope they don't all result in the sort of hard feelings generated in Pearl's case.

Greg and Elaine Claytor
Directors, Hotel Oa Oa

□ NO MORE ROACH BOATEL

Regarding Helen D's request in issue 99's *Letters* for a way to control cockroaches, I would highly recommend a product called COMBAT®, which is manufactured by American Cyanamide. My boat was infested with several types of the little bug(gers), and approximately three days after placing the COMBAT trays in the cabin, I did not see any cockroaches — except for a few dead ones!

No, I do not work for the manufacturer or their marketing agents. I am just really impressed with their product. I purchased it in a grocery store in Ft. Lauderdale, Florida for around three dollars. Naturally American Cyanamide claims that it is completely safe around humans.

If this is good for a t-shirt, I wear either a small that is cut big, or a medium that is cut small.

Larry Cohen
Denver, CO

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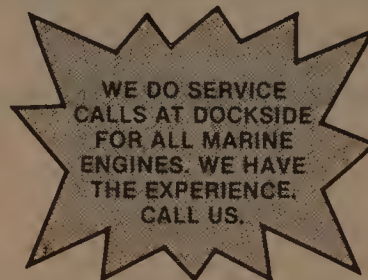
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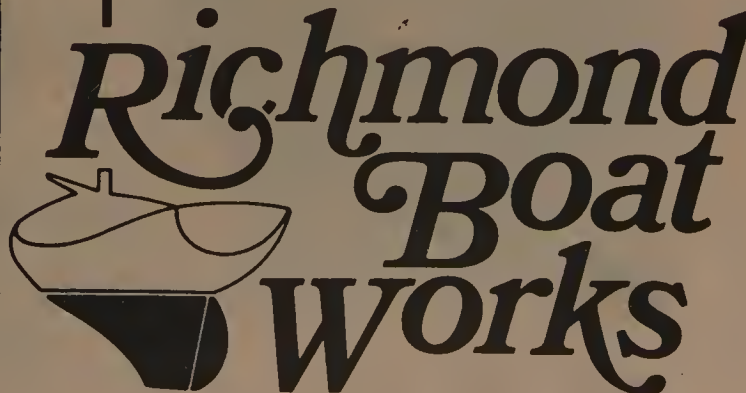
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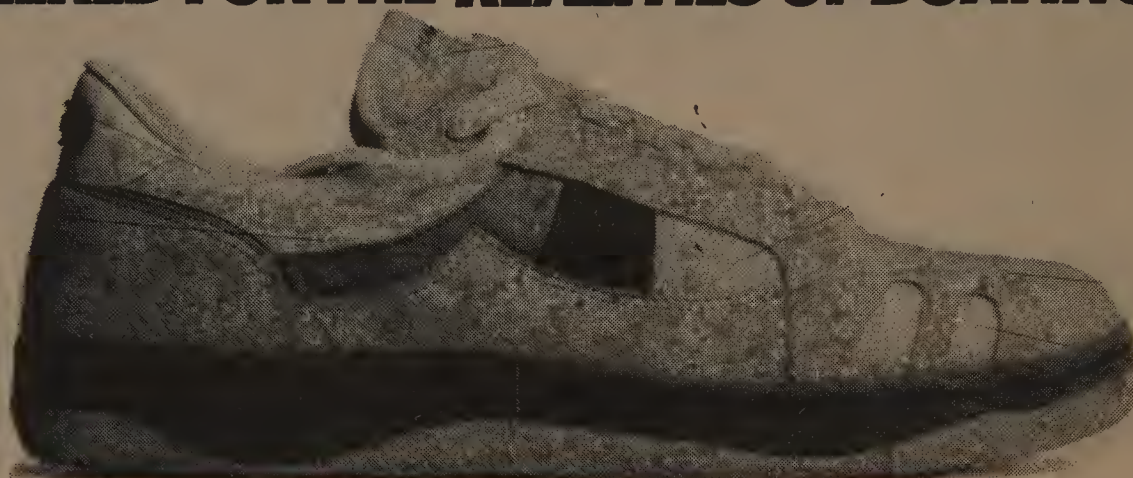


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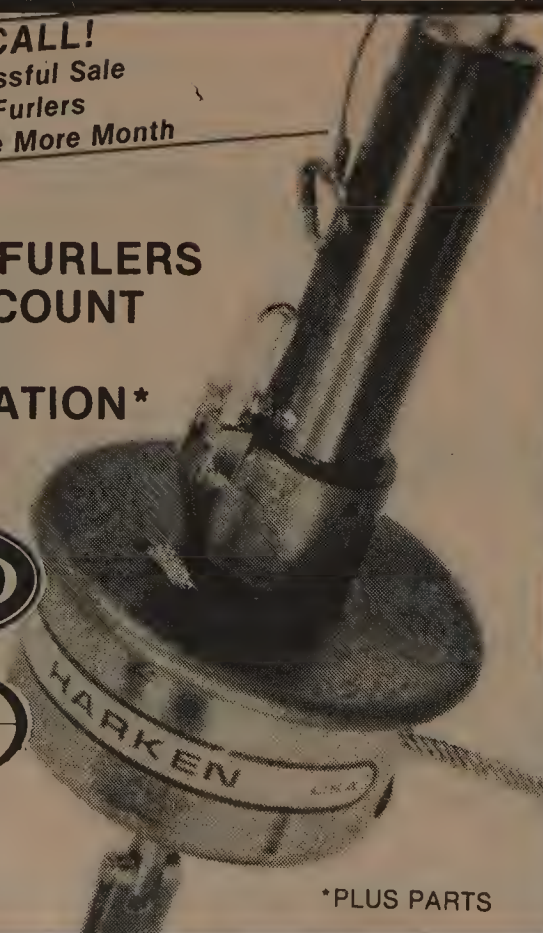


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LETTERS

□SOME THOUGHTS ON DANA PRENTICE

To sail the seas on sleek racing machines without one's own money or yacht seems to take more than ability. Dana's experiences redefine the necessity of a good attitude. It would seem that self-confidence, timing, awareness, resilience and zest — along with ability — are the major factors in securing crew positions.

It makes sense. If you're going to infringe on a man's — or woman's — world of maxi egos, it would take extra effort to prove that you're serious and capable as a woman sailor.

Inspired!

Mara Binkley
San Francisco

□AN OPEN LETTER TO THE BCDC

During my years of schooling, I was taught that the laws of the United States were brought about by the people, for the people. The Constitution of the United States begins with "WE THE PEOPLE". Since the liveaboard issue came to my attention in 1983, I have begun to question the current validity of this statement made by our founding fathers. I have attended all but one of the public hearings regarding the liveaboard report and have seen strong opposition to the issue. With the exception of statements by a few uninformed, narrow-minded individuals, there has been no support for the report other than that of the BCDC staff. An issue with such opposition should be dropped in reaction to the taxpayers' disapproval. After all, it is the "people" that are against it! Perhaps you have forgotten that it was necessary to hold three public hearing on the original report in 1983. Now you have called the third public hearing on the revised report. Doesn't this tell you anything?

Over the past three years, my wife and I have invited members of your staff and yourselves to come to our home and experience our unique lifestyle. However, you have chosen to ignore us. It seems you have chosen to base your information on the misinformation provided by your staff, who, according to several Bay Area news agencies, have gone on record as being personally opposed to living aboard a boat. I wish they would give their reasons. It leads one to believe there is something in the personal past of Mr. Alan Pendleton that makes him dislike people who choose to live on their boats. Why else would he attack liveaboards by penciling "and liveaboard boats" into the original report of 1983?

The "five percent rule" your staff developed is another mystery. How did this number come about? Was it pulled out of the air like so many other statements? Harbormasters are very capable of handling their marinas, and have far more marina management experience than does your staff. Each harbormaster has local knowledge of his/her harbor. For your information, each harbor is vastly different. The only things that harbors have in common are docks and boats.

I am sure the taxpayers of the state of California would be interested to know how much of their money has been spent by the BCDC staff to support personal ideas such as this. I hope this issue will be highlighted during the upcoming county and state elections. Your action on the liveaboard report will affect tens of thousands of voters. By considering pollution caused by liveaboard boats, your staff is looking for a needle in a haystack. Why hasn't your staff been looking into industrial waste, or the Navy? Maybe they should take a cruise down the Oakland Estuary, it is a major oil slick most of the time. This oil is not coming from the liveaboard boats, I can assure you. Take a water sample from one of the many container ships that dock in that area. You'll be enlightened.

The Commission's purpose, as I have been able to gather, is to regulate Bay fill. I can understand docks and pilings as being fill. However, I am having a hard time trying to figure out why my

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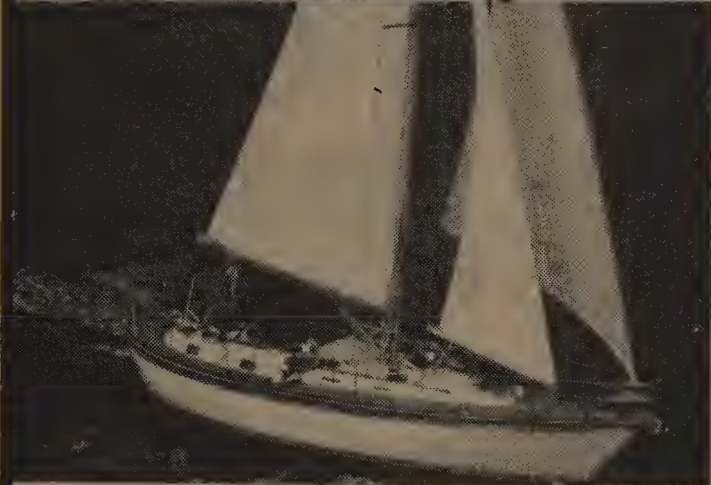
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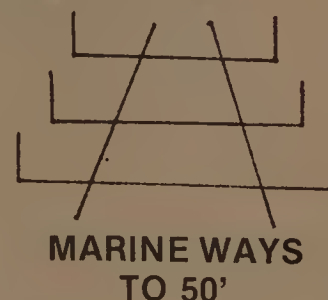
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LETTERS

36-foot sailboat is considered Bay fill. If you insist on calling my boat fill, there is a lot of navigational and safety equipment I can buy with the money from the cancellation of my personal property taxes when you declare my boat as Bay fill. I would be most grateful for this. It would speed up my departure for warmer waters to the south.

The wildlife in our area loves to come into our harbor. Over the last several years our duck population has more than doubled, and the mother's are proud to come around to all the liveaboard boats and "show off" their new family additions (and obtain bits of bread and crackers). The fish are around the docks from sunup to sundown. Also, we have a sea lion that pops his head up from time to time, and occasionally jumps up on the dock to catch some sun. You can't tell me that liveaboards are detrimental to the ecology of the Bay!

I have witnessed several Commissioners scanning letters prior to a public hearing, and then smile and toss the letters on the floor of the hearing room. This is entirely out of place and rude. I have not been able to find out who originally authorized the report. This must be some closely guarded secret within the BCDC. Why is everyone so close-lipped about this anyway? I have also heard many questions asked at the public hearings that have yet to be answered. Of what is the Commission afraid?

Consider for a moment what your reaction would be if a small group of people accused each of you of defecating on your front lawn or urinating on the trees by your driveway. Have any of you ever had an animal get into the trash and scatter it up and down the sidewalk? I'm sure you would pick it up no matter if it was yours or your neighbor's. Have you ever gone to a park and found dog droppings right where you want to put your blanket for the Sunday picnic? As a liveaboard, I voice my objection to anyone I find polluting the Bay. The Bay is my home. I work in the Bay. I have a business which I run out of my home that requires spending my time in the Bay waters. If you think I want to be dodging turds while scrubbing boat bottoms, you have another thing coming.

What lies in the future for boat owners? Will the newspapers read in the year 2000: "Today Jeri Scheller, a liveaboard was convicted and sentenced to 20 years in a state penitentiary for being on her boat for more than 30 days." While in other news John Doe was released after serving six months for the murder of his wife and children with an axe last year? Don't make criminals of people who have a lifestyle that most of you do not understand.

Thank you.

Michael P. Scheller
Nightwind

□ STILL ON DRY LAND

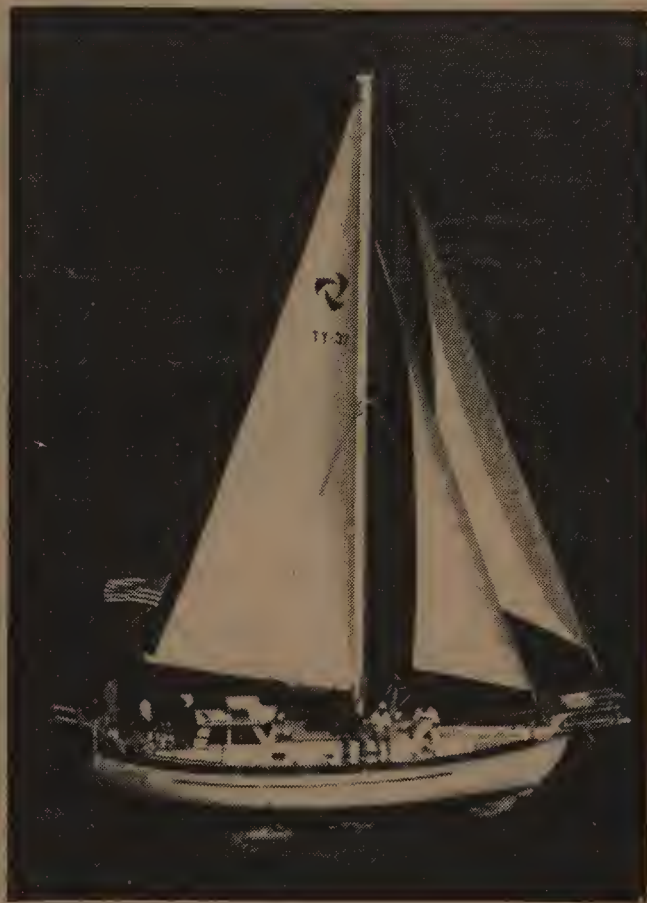
Hi guys! I'm writing you from the San Fernando Valley instead of at sea as I had hoped. I was going to chronicle the adventures of delivering a yacht from South Korea to Hawaii; unfortunately I didn't get to go. There's a simple explanation; the owner of the yacht got free shipping from the company he works for. They didn't want to lose a good employee. So the boat will be delivered by freighter from Korea to Los Angeles.

I think the owner had begun to realize some of the difficulties in making such a trip and that perhaps his crew really wasn't ready for that type of adventure in the cold parts of the Pacific. I had been against the October departure date from the beginning. I was for leaving in spring, but since I was just the skipper and not the owner, it was not my choice to make.

This brings to light something I've had on my mind for sometime, something I'd like to share with your readers. Specifically, that sailing across the ocean is something that shouldn't be taken lightly. Just

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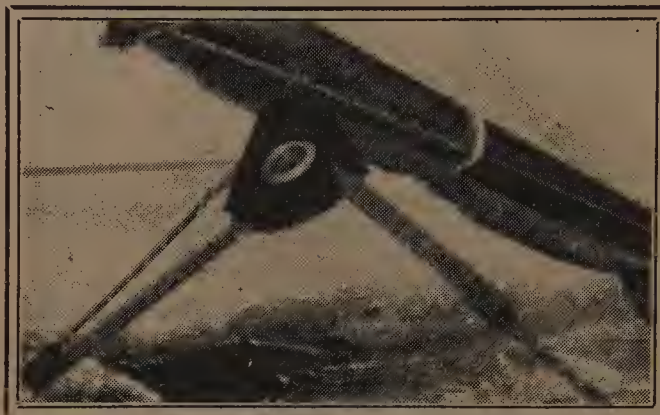
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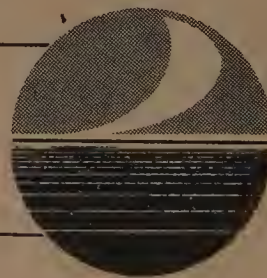
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LETTERS

because one wants to go doesn't mean that one should. To go across the ocean with peace of mind you really need ocean time; in other words you need to have spent enough time on it to get in tune with her and her ways. If you don't have this, all the boat preparations, new additions, food and water won't do any good.

And if the trip timing is wrong, or the weather bad, or you're not aware of ocean conditions — well then just the simple reckless desire to cross an ocean can be compounded. For example a tired crew might let the boat spin out in the trough of a wave, allowing the next wave to throw her on her beam ends. And perhaps this was all because the windvane wasn't working because it hadn't been oiled in a timely fashion.

Learning one's limitations after leaving the dock is too late. And you can't read about it, you have to learn it through experience. It's called seamanship. People preparing to sail across the ocean need trial sails in all conditions, not just ideal sailing weather. They need to learn when to reef, add sail, run off, heave to, and anchor at the pace set down by the sea herself. Nobody else can say when.

The people in the Cabo disaster of 1982 had not learned. And I'll bet many of the ones who flew home afterwards didn't learn anything other than the fact that boating can be expensive. It was proof that all the boats, gear, food, electronics, ham-radios and stuff in the world don't bring seamanship with them.

Unfortunately the learning process costs more than most local yuppies can afford: time. Living aboard won't teach what you need to know, only sailing often and in all conditions will. Rent or start small, but get out there. Don't dream, do! Be certain in the knowledge that money isn't everything. Sail with friends, bareboat charter or have someone teach you on the water.

Time and time again I've read in *Latitude 38* about couples who've had ten tough days off the coast of wherever before the boat rolled over, resulting in the loss of all gear and the rapid departure of the wife. And all because they didn't learn seamanship beforehand. Only in situations where there is a death do the words 'pilot error' come out.

When you dig deeper you learn that the 12 years spent building a ferro-wonder didn't teach the owner that he might not like going to windward in a slug for more than 50 percent of the time. The end result is another dream for sale — cheap. I saw lots of these things in Keehi Lagoon on Oahu in 1984. I was there, singlehanded after 15 years (and too many girlfriends to count) in the school of sailing dreams.

I'm not knocking the life, I'm just tired of the ignorance. The rest of the boaters in Southern California think that the cruising season had ended down here, but it's not so. My crew and I are planning to sail north from Ventura to Point Conception, then southwest to San Miguel and the rest of the Channel Islands. We have sailed as a couple for a year now because both of us have set a high priority on sailing.

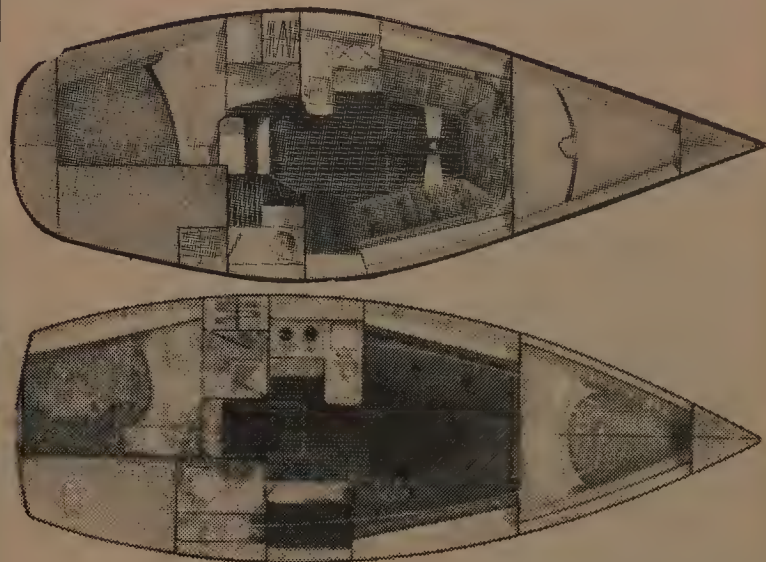
We plan to take photos and write of our adventures along the way, so to all the weekend sailors, we'll be writing from *Drummer*

Doug Mueller
Van Nuys

Doug — We think there's some truth in what you say, but that you're stretching it way too far. Misfortune at sea is hardly the sole province of weekend sailors or yuppies. After all, who was the first on the beach at Cabo San Lucas? Bernard Moitessier. Then there was a couple that rolled their Downeast 32 just 50 miles outside the Gate. They weren't novices, having been through 40 gales. When they rolled they were in the process of concluding a seven year circumnavigation. Sometimes even years of experience won't help.

You should also be careful about slamming folks just because they

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P.S. Call me and I'll tell you which boat is the Hunter 28.5.



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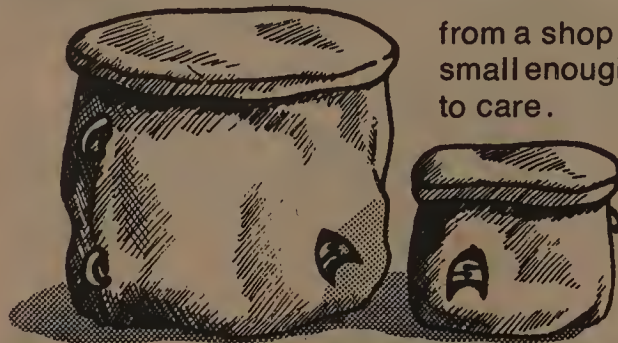


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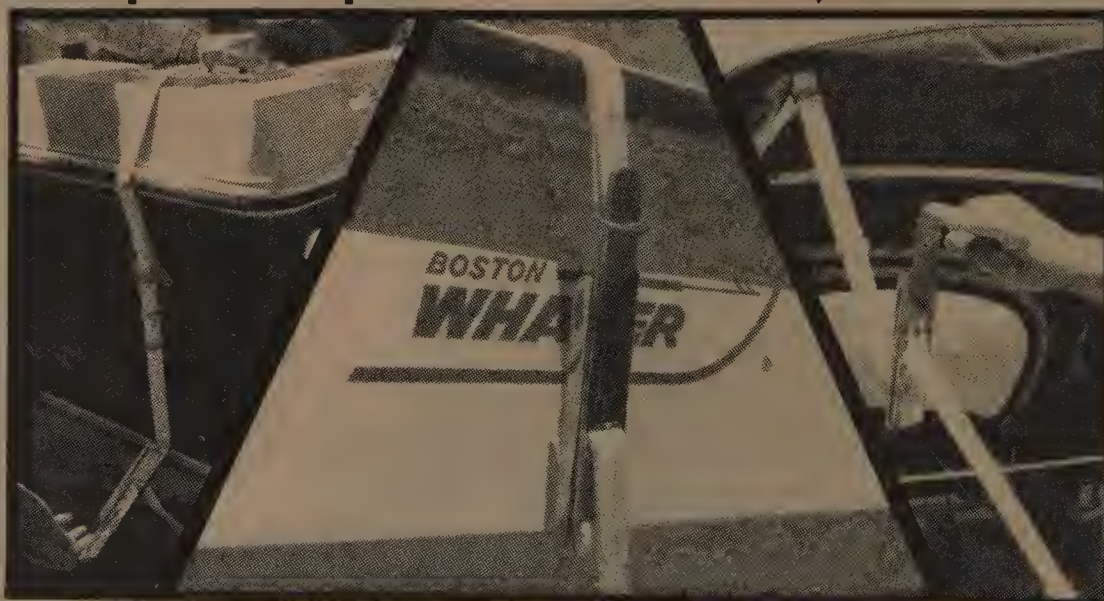


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LETTERS

own or are building ferro cement boats. It's not our favorite material, but we've known folks who have made incredible voyages — and are still going — on such boats.

As for weekend sailors, most are just that because they can't — or aren't inclined — to take more time from the rest of their lives. Lots of sailors have other interests, such as children, jobs, surfing and sex. And there's certainly nothing wrong with that.

Are weekend sailors less competent than full time cruisers? Some are, some aren't. As with so many things in life, it depends on the individual.

□LET'S HAVE MORE

This letter is to extoll the virtues of a recent yacht race in which everyone was a winner! The race was the W.C. Wallace Perpetual Trophy Regatta, held this year on Sunday, September 8th, off the Alameda Naval Air Station.

The race is open to sailing yachts of YRA member clubs with clubhouses located along the east shore of San Francisco Bay between Richmond and San Leandro. Only one boat per club can be entered, with the boat to be owned by a member and 50 percent of the crew being members. The boats must have a PHRF rating of 174 through 186. The winner is simply the first to finish.

This year's race was managed by Ray and Barbara Little of the sponsoring Oakland Yacht Club, aboard Stan and Marti Ross's committee boat *Slam III*. Each of the entered boats except one led at some point during the race, and that one was closing on the field at the end. They all finished within about two minutes of each other after 12.4 miles of sailing. All contestants and race committee members met at OYC after the race to get acquainted. The winners were humble and the losers were gracious. The trophy was beautiful. The whole day was what yacht racing was probably intended to be.

Island Yacht Club's entry was Bob Stephens' Newport 30 *Esprit*, crewed by his 19-year-old daughter Sharon, 16-year-old son Eric, and friends Ken Raymond, Al Germaine, and Peter, a student of Ken's. There wasn't a sailmaker, boat dealer, or naval architect among them. I wish there were more races and crews like these.

Ed McComas
Rear Commodore, IYC

Ed — We agree with you, the race you described is what most yacht racing was intended to be.

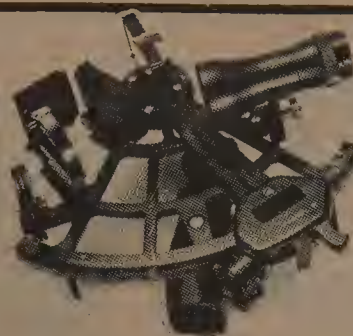
We at Latitude 38 want to cover as many races as we can. Unfortunately, the number of races is almost as great as our staff is little. So often times it's impossible. Heck, we don't even get to hear about all the races.

You folks can help us out. If you run — or have participated in — a regatta that deserves a little press, gather up the pertinent information and give us a call. We'll need the skipper's names, boat name, and boat type of the top finishers. The top three if it's a small regatta, the top five if it's bigger. We'll also want phone numbers of the top one or two finishers so we can track down a few comments. We'll also need a very brief paragraph on the race itself. If you're really super, you'll even include a black and white photo of the race and the winning skipper. If you can't get everything, give us as much as you can. Naturally there will be a Roving Reporter t-shirt in it and perhaps a small honorarium.

Call 383-8200 or send the information to Box 1678, Sausalito, CA 94965. Do it as early in the month as possible and on no account later than the 15th of the month.

□GOOD ON 'EM

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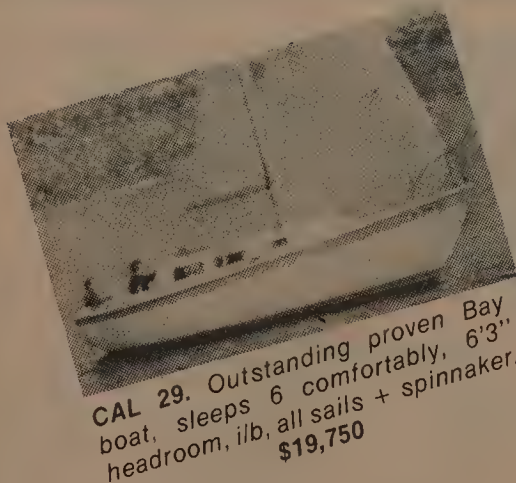
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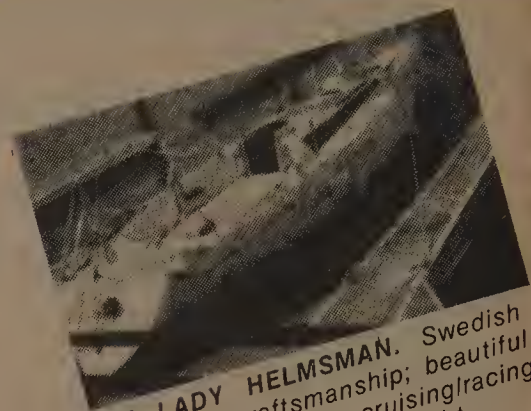
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24' J/24, '79	9,500	27' Cal 2-27 *, (2)	27,000	30' Cal 2-30, '68	28,500	32' Uniflite, '77	69,950	38' Morgan, '78	87,500
24' Laguna, '80	14,250	27' Catalina, (2)	13,600	30' Cal 3-30, '74	31,500	33' Ranger, '74,	38,500	39' Hess, slp, '48	52,000
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24' Nightingale/trlr	16,950	27' Catalina, '77	19,000	30' Ericson *, (3)	27,950	34' Coronado, '69	34,950	40' Lady Helmsman *,	55,000
24' Venture/trlr	4,900	27' Coronado, '77	12,000	30' Fisher, M/S	61,000	34' Coronado *,	55,000	41' Islander, '77	83,000
25' Cal 2-25, 2 frm	23,000	27' Ericson, 2 frm	24,500	30' Islander, '75	29,500	34' Dash, slp, '82	47,500	42' Cooper, '81	127,500
25' Dufour, '81	22,750	27' Schock, '71	18,000	30' Rawson, '65	25,000	34' O'Day, slp, '82	59,950	44' Peterson, '75	117,500
25' Ed Monk, '47	5,000	27' O'Day, '73	20,000	30' Hurricane, '47	7,500	34' Wylie, slp, '80	59,000	45' Explorer, '79	114,500
25' Ericson, 2 frm	13,000	28' Columbia, '69	18,000	30' Sabre *, '84	56,600	35' Cal *, slp, '80	80,000	46' Garden cstm	98,500
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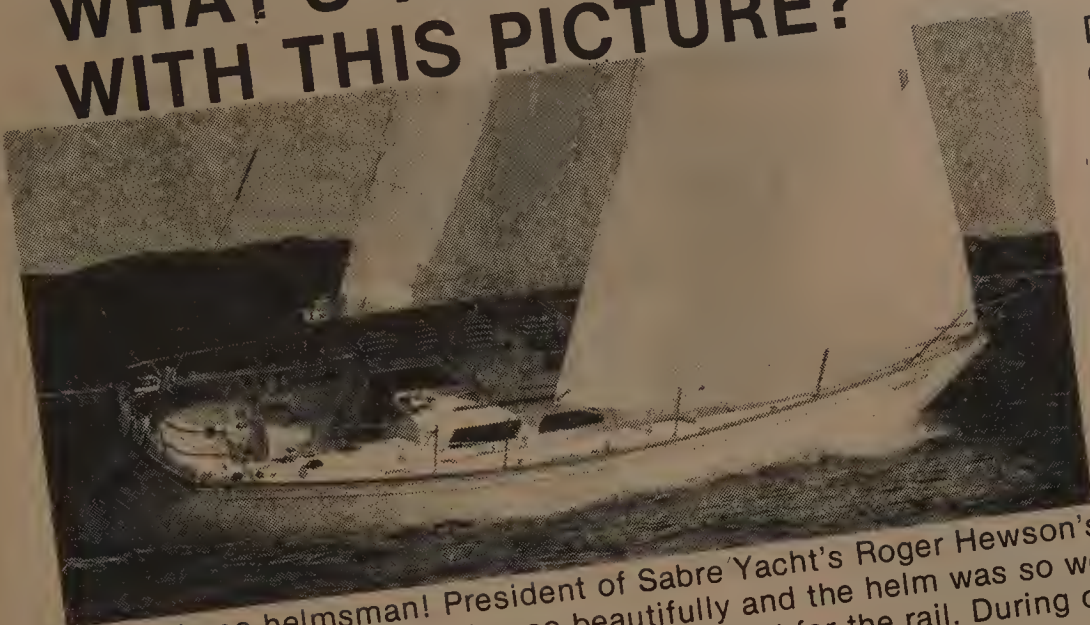
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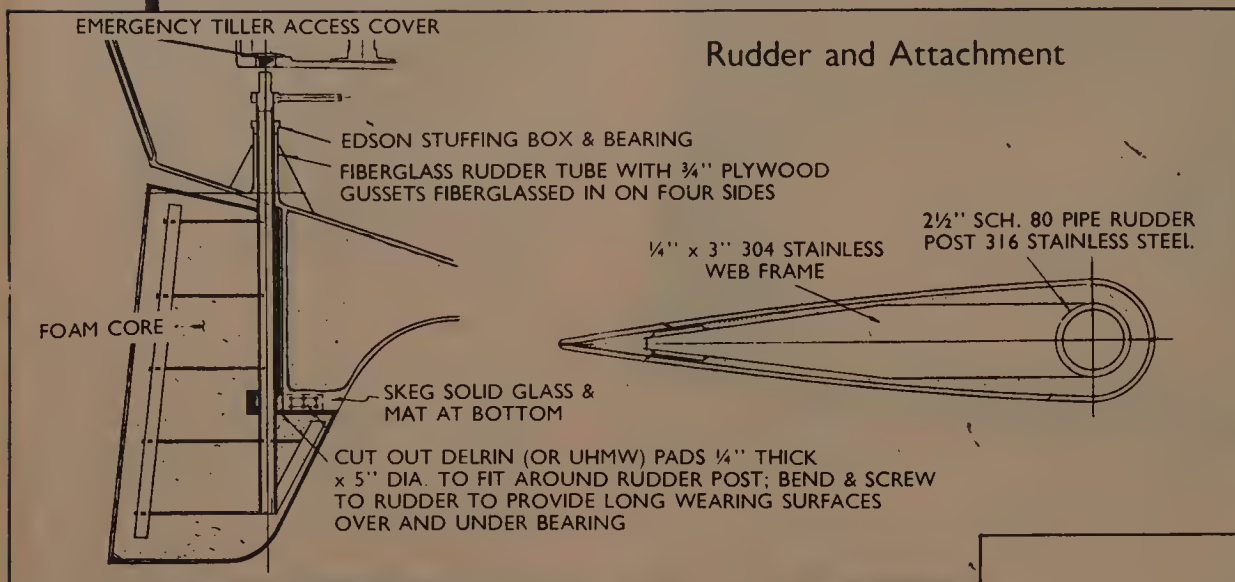


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Sea Scout Division San Francisco Bay Area Council

The Inside Story . . .

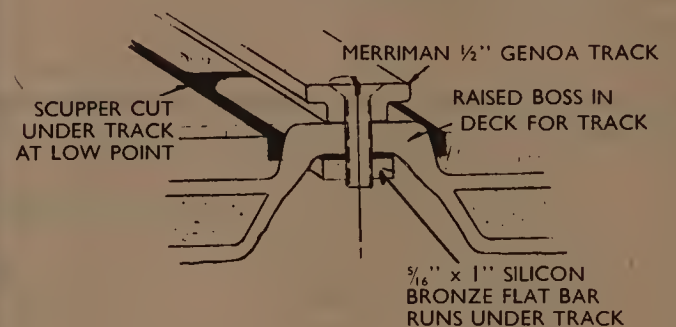


CHRISTINA 43

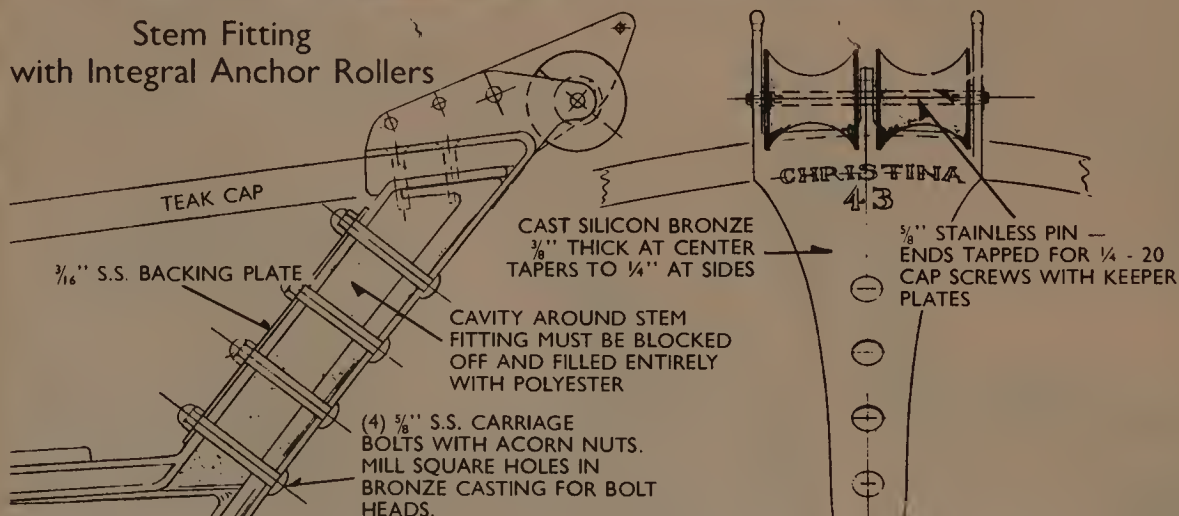
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LETTERS

Cal Yacht Sales, for their handling of my warranty claim on a new Pearson 303 which I purchased from Nor-Cal on April 1, 1984.

A somewhat unusual blistering problem on the skeg and after part of the keel appeared. I was prepared for and expected my warranty claim to be resisted by Pearson Yachts by Pearson's argument that the blistering was cosmetic and therefore excluded from warranty. I therefore approached Pearson only through Nor-Cal Yachts. Nor-Cal investigated the situation and promptly wrote to Pearson strongly in support of my warranty claim. Pearson, in turn, showed concern, provided expertise, and promptly saw to the repair of the problem under warranty, at some considerable expense.

A dealer's willingness to risk its relationship with a manufacturer in support of a customer should be publicly recognized, as should a manufacturer's willingness to stand behind its product.

James — You're right, it should be recognized. Thanks for the letter. But honestly, did you really buy a boat on April Fool's Day?

□ REVIEWING THE FANTASY LIST

I have some questions and comments regarding the 'cruising fantasy list' that appeared in the August issue.

First, do conventional shape AC/DC refrigerators (such as the Norcold model illustrated) with household systems do an efficient job? Are there comparisons available for power-consumption, durability, and price between these and the various other kinds of refrigerators (cold-plate, thermo-electric, water/air compressor systems, etc.)? I sure would pay for analysis to avoid a very expensive mistake.

I'd like the tow missile; light, hand-held, capable of intimidating Uzi-toting pirates. There's the same supply problem as the Sidewinder, though. Plus, I rather sail than be in jail. But do invite me to the demonstration when you're reviewing samples.

Your aside on the challenges of making those heat-chasing mai-tai's with a jury-rigged blender also rang a bell. My second most favorite companions is a 12V blender with a cigarette lighter plug. It's called the Thermo-Blend because the top is a standard, insulated thermos bottle that's been modified to contain the blades. It's made in Florida.

I've been having a lot of fun with this unit, especially since I've hooked it up to a motorcycle battery so it can go in the dinghy, on the beach, from cabin to cockpit, from stateroom to stateroom . . . But I'm committed to years of evaluation, and need to explore all the possibilities. If anyone else thinks they should participate in the evaluations, contact me.

Tom Reilly
Alameda

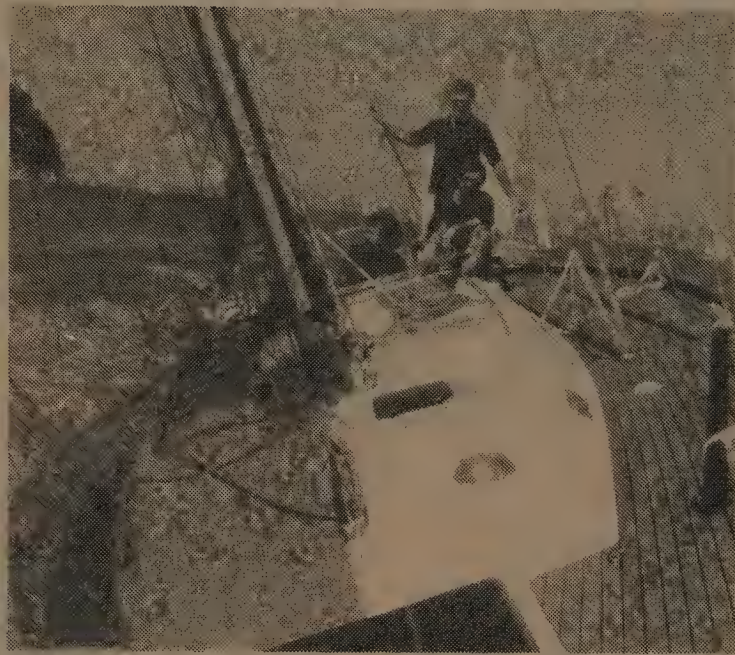
Tom — Stand-up refrigerators are less efficient than horizontal models because the cool air can pour out of the bottom of them. But if you don't open them often or for long periods of time, it may not be an important factor.

However that's all we know about refrigeration systems other than picking the correct one for your boat is no simple matter. We'd suggest you consult some of the marine refrigeration companies that advertise in these pages for some top advice.

As for your battery operated blender, you're clearly still in the dock ages if your's doesn't have a built in recharger — and TV/VCR/Stereo/Clock! The Sharper Image and some of the other catalogs are sure to have them.

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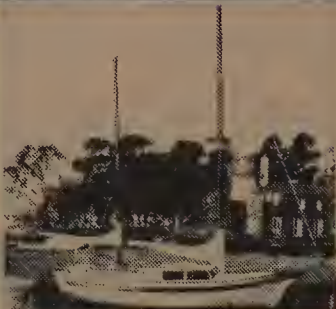
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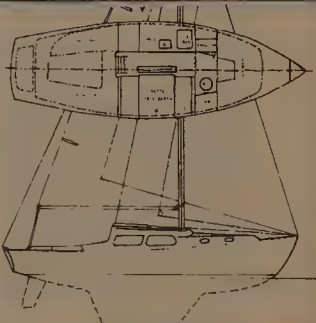
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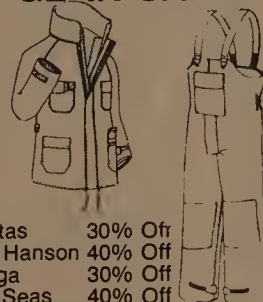


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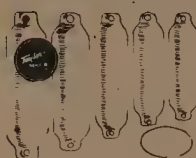
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LETTERS

It was with a great deal of interest that I read Vern Rathfelder's letter about sailing from La Paz to Oxnard in your September issue.

And I was particularly interested in your reply with regard to fast passages and going to windward.

When I was just beginning to sail, a book titled *Rudder Treasury* came into my hands. It was a collection of articles from *Rudder* magazine when T.F. Day was the editor.

In one series, famous designers were asked to submit plans and descriptions of 'world cruisers'. The reply from (Ralph ?) Winslow has always remained in my mind. Although Mr. Winslow has always designed rather heavy, stiff cruising boats, his suggestion for a 'world cruiser' was *not*! The plans he submitted were for a simple, fast, nimble knockabout yawl that would "claw off a lee shore" with grace and speed.

Your comments about going to windward are right on! As were Mr. Winslow's.

Ed Jose
Lafayette

□ A FORMER MULTIHULL ADVOCATE

I first saw a copy of *Latitude 38* in San Carlos, Mexico where I spent December 1984 to June 1985. Enclosed are a couple of photos of my boat; a hard-chine, double-ender, 22-ft on deck that was built in 1952. I include them to demonstrate that even a small, inexpensive boat can take you to some awfully nice spots.

One photo was taken by me from the dinghy which was being towed by the boat. At the time the boat was travelling under double spinnakers, self-steering by a tied-off tiller. I found that tied-tiller steering works well on most courses, the only completely impossible one being downwind in heavy air. With the spinnakers up, it's even too hard for me to singlehand with.

I write because I am interested in contacting a former multihull advocate. Several years ago he owned a 50-ft catamaran which he lost off the East Coast in a storm. He then said he would have nothing to do with multihulls again; shortly thereafter he began construction of a rightable catamaran.

I don't know his name or address; can you please supply me with it? If not, perhaps you could give me the address of a multihull association in the Northeast, perhaps Boston.

Tucker Burling
Thornton, CO

Tucker — Frankly we're not familiar with anyone who fully meets your description. We suggest you contact Charles Chiodi at Multihulls magazine. We believe he's out of New York or Annapolis.

□ GET THE LEAD OUT — OR WILL IT WRECK ENGINES?

I haven't written for some time as I'm at peace with the world. At age 73 I'm still sailing and loving it more every day.

But now comes a big question. I'm writing on behalf of a lot of outboard owners, and they are many. The question is what about using the *unleaded* regular gasoline that's been showing up at our supply places. Will it be alright to use in our engines?

I ask because some years ago I had a painful experience. I owned an older Toyota, when I noticed that the newer cars said to use unleaded gas only, 'Hell', I thought, 'I'll give mine a shot of new life with unleaded'. Oh yeah!? It became hard to start and ran rough as a cob.

When I took it to the Toyota dealer and they heard I had used unleaded, they flushed out the tank and replaced it with leaded fuel. Eureka! again she ran fine. I was informed that I had been lucky not

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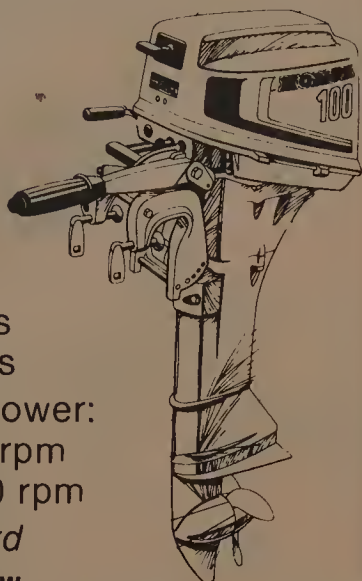
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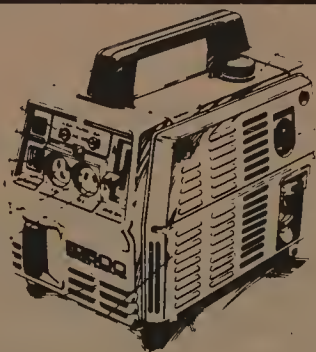
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LETTERS

to have burned out any valves.

So again, can we use unleaded regular in our outboards safely? This becomes particularly important, because I hear that soon we'll not be able to buy any leaded regular. As it stands, I won't fill up until I read what to do in *Latitude 38*.

Ye Olde 'Doc' Schmidt
Oakland

Doc — The effect unleaded gas will have on marine engines is one of the world's great mysteries. For those who haven't been following the story, the government has instituted deadlines which call for the gradual removal of all lead from gasoline. A certain percentage of lead had to be removed from gas this last July, more has to be removed at the end of the year, and finally all the lead must be eliminated by 1988.

One of the reasons it's hard to predict the effect is that it's as yet unclear how gas companies will formulate their new products. Some apparently plan to add a little methanol or ethanol to their gas to regain the octane lost by the removal of lead. Which of these two additives they choose could have a great effect on marine engines, for methanol is a solvent for the rubber hoses and parts found in some engines. Virtually all experts agree that rubber hose build-up in the cylinders is detrimental. But then some companies may not use either ethanol or methanol. Chevron, for example, is said to be planning to come out with a non-leaded regular that's not the same as their unleaded. We don't have any idea what they plan on putting in it — if anything — to pick up the octane.

Some engine manufacturers claim owners won't notice any difference with the new fuel. Others believe that big engines will be hurt under heavy loads, that valves will burn and performance will be adversely affected. Most everyone agrees that timing will have to be set back. On the local scene, one owner of a marine engine repair shop said he doubted there would be any adverse effect, yet his counterpart on the other side of the Bay says he'll be waiting for the first big lawsuit as a result of methanol laced fuel dissolving a fuel hose and causing an explosion. But neither was willing to bet on their prediction.

So, *Doc*, only time will tell. The good news we have for you is that one authorized outboard repair shop says their manufacturer advises that unleaded fuel is better than leaded fuel for small outboards. It's supposed to make them run cleaner.

□ THE COLLECTOR

I have collected every issue of *Latitude 38* from October 1980 until the present time. In a previous issue, I read something about a library binding them for their use. If you know of a place that would like what I have, please let me know. I will gladly give the magazines I have collected to them.

I have gotten so much enjoyment from the magazine, it would be nice to share them where they would be appreciated.

James Needles
San Rafael

James — That's a great offer. We don't know who did the binding or how much it cost, but we do know it was for the main branch of the San Francisco Library.

If anybody is interested in taking Mr. Needles up on his offer, you can phone him at (415) 499-9116.

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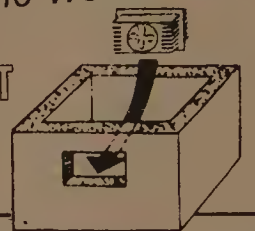
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LOOSE LIPS

His work served him well.

K. Adlard Coles, the highly regarded author of *Heavy Weather Sailing*, passed away recently in Lymington, England. He was able to survive all the heavy weather he faced, but nobody can escape the ravages of time. He passed away at the ripe age of 83. While best known in America for his writing, he was also an excellent sailor. Back in 1950 he won the Plymouth to Bermuda Transatlantic race with the smallest boat in the fleet, the 24-ft *Cohoe*.

Getting the money down — down under.

The citizens of Australia love to gamble and they love sailing — the latter all the more since taking the America's Cup from its cherished spot at the New York YC. Perhaps there is no greater indication of the Aussies twin loves than the news that Western Australia's first casino is expected to be open and taking bets a full six months ahead of schedule. As you might expect, the casino is to be located in Perth, home to the 12 Meter Worlds this coming February and then later in the year the America's Cup competition. You can bet your last dollar that a whole lot of money is going to be wagered on the native defender.

Speaking of boats 12 meters or longer . . .

Did you know that all boats over 39.4 feet long are required by law to have a copy of the Inland Navigation Rules aboard? And did you know that the maximum penalty for not having the book on your vessel is \$5,000? Well it is. Fortunately the Coast Guard is no longer required to assess the rather brutal penalty; they can issue warnings to first-time violators instead. Like always, the goal of the Coast Guard is to educate and prevent mishaps, not to punish.

Film star.

If you saw the movie *Summer Rental* no doubt you saw what Bill Short describes as "15 minutes of great Pelican sailing footage". Short is no doubt accurate in his boat identification; he designed the Pelican for San Francisco Bay a number of years ago.

You want to know the order of the most expensive boats on the water?

The most expensive are powerboats we at *Latitude 38* have used as photoboats on San Francisco Bay. An exact total cost has not yet been calculated, we're having to wait for the latest generation of computers to handle the task. We're also waiting for the damn things to get running again. Inboard, inboard/outboard, outboard — none of the damn things have ever worked more than a few minutes for us. We'd be inclined to take the breakdowns personally, but then we learned that the San Francisco YC has had a lot of trouble with *Victory* and that the St. Francis YC had to tow *Wee Willie* out to her station for the San Francisco Perpetual Cup. It must be the nature of the beasts.

The second most expensive category is military ships. Battleships are about a quarter of a million per day. Aircraft carriers go for \$490,000 per day, and you'll need to chip in an extra \$100,000 per day if you want the operating aircraft option.

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Schooner coming!

Marina Bay in Richmond is to become home port to a 120-ft tallship that was built in Denmark 43 years ago. The ship's new owner, developer Robert Poe, told Richmond officials that the vessel will shortly leave Copenhagen for her new home at Marina Bay. If

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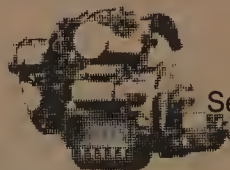
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LOOSE LIPS

the weather is good, the schooner should arrive in the Bay Area sometime in February.

Originally named *Talata*, the ship has been renamed *Jacqueline* for the owner's wife. Poe told officials that the boat will be a familiar sight on San Francisco Bay. Congratulations to the Poe's and a big welcome for *Jacqueline*.

A sexist viewpoint.

We don't know about you, but we've been having a problem with hurricane names ever since they started alternating male and female names a few years ago. It might be sexist, but in our learned opinion, the unpredictability, potency, volatility and most other traits of a hurricane all veritably scream "female". But noooo, some feminist bureaucrat with nothing better to do changed all that. Now we not only have to deal with hurricanes with male monikers, but ethnic names, too. And a lot of those fall way short in the ominous department. Admit it: unless you were directly in its path, how serious could you take a hurricane named Waldo?

The people who do take such things seriously down at the National Weather Service assure us that they have nothing to do with naming storms, which brings us to the main reason for bringing all this up in the first place. The NWS is assigned 21 names in alphabetical order every year to attach to any tropical cyclones that reach the status of tropical storm (34 to 63 knot winds; anything above that is a hurricane). There are only 21 because not enough names that begin with q, u, x, y and z exist to use them consistently. In a normal year, NWS will only use about 15 of those names, but this year they have already tracked 20 storms, and have had to put in to headquarters — and the great name-maker in Washington — for additional names. Those assigned to follow Waldo are Xina, York and Zelda.

Lead forecaster Jan Null of NWS Redwood City says no one is really sure why more tropical cyclones (weather service-ese for hurricanes, typhoons and all other warm-weather storms that start near the equator) than usual have been forming this year. He notes that fewer than normal have been forming in the Atlantic for the past few years.

Hurricane season in the Eastern Pacific region ends at the end of November, although Null reminds that Mother Nature doesn't always conform to the "official" timetable. Last year, for example, one hurricane surprised everybody by forming in December. For the information of Mexico-bound cruisers, the late season — September, October and November — tropical storms and hurricanes are the most likely to "recurve"; that is, turn toward the mainland. We're not saying change your plans, just monitor the weather regularly. And if any tropical storms or hurricanes veer your way, take them seriously no matter how ridiculous the name.

Want not the waste lot.

Several months back we took umbrage with the Environmental Protection Agency's pending inclination to allow incinerator ships to burn toxic wastes at two sites off the shores of the United States. One proposed site is in the Gulf of Mexico; the other several hundred miles west of Santa Barbara. If the program were ever to fully go into effect, there would be a fleet of 33 such incinerator ships.

Our opposition to the EPA's leaning was founded on pure intuition, not fact. Nor did we think any was really necessary. We have observed the work of the EPA, and found that the agency is no more worthy of trust or respect than the BCDC staff or the military-congressional complex.

What would be needed to ethically dispose of toxic wastes in incinerator ships is infallibility. That's not forthcoming from humans —

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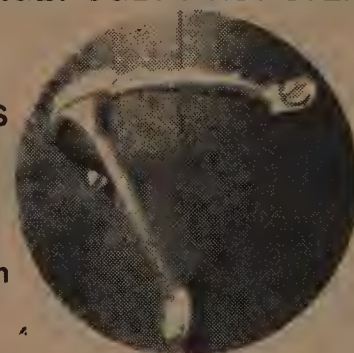
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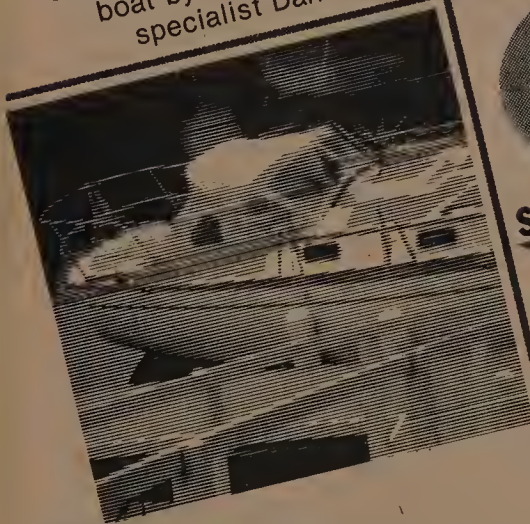
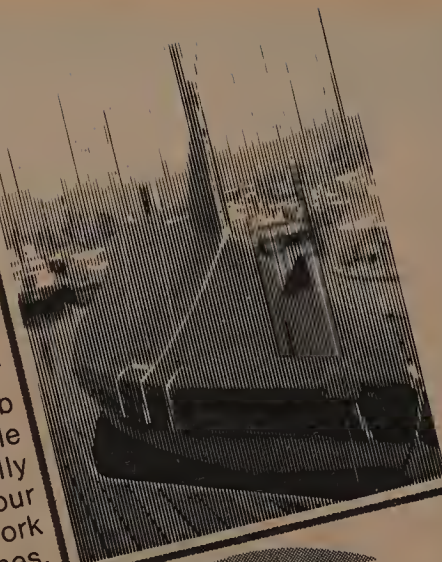
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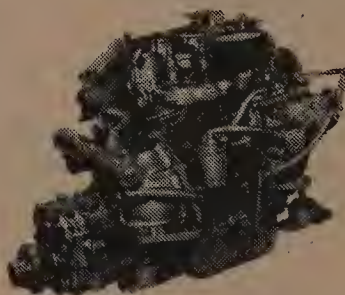


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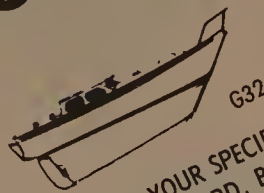
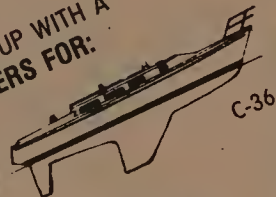
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LOOSE LIPS

especially, it would seem, those in the employ or doing subcontracting work for the government.

Naturally philosophical stands can't continue to live by intuition alone, so we're grateful for the front page story in the August 18 edition of *The Wall Street Journal*, a story that strongly suggests that even together government and private industry would be incapable of safely burning toxic wastes offshore.

The story explains that there are now five toxic waste incinerators on land. One such plant, near Baton Rouge, started spewing superheated hazardous chemicals into the sky on August 5. Who would you expect was one of the last to realize something was terribly wrong? Who else but the incinerator operator. When the state regulators finally broke into his office they found him "slumped against a wall, holding his head and complaining that he felt faint". The *Journal* reported that the incinerator gauges were malfunctioning and there wasn't enough oxygen getting to the incinerator — resulting in the outpouring of toxic wastes into the atmosphere.

As a result of the problem the plant was immediately shut down, it's offices planted with flowers by local residents. Upon hearing of the accident, New Jersey canceled plans for a similar toxic incinerator.

If such accidents can happen in Baton Rouge, they could happen in New Jersey. And if they could happen on land, they sure as heck could happen at sea where the ravages of weather are far more devastating and the process would be less available to supervision.

Sadly the August 5 mishap in Louisiana is not an isolated incident. There are five toxic incinerators operating in the United States, and each one of them, the *Journal* story claims, has had a serious accident. The worst happened in 1977, when six were killed and a number of others injured.

They were apparently real accidents but hardly make up worst case situations. Let's talk about what looks like was a case of intentional gross violations. The *Journal* article recounts how the Rollins company secretly arranged for another company to dispose of some "ultrahazardous wastes" that they themselves could not process at the time. The agreement included a clause stating that the dirty deed should not be capable of being traced back to Rollins.

So how did the subcontracting company get rid of the ultrahazardous waste? You're not going to believe it. According to the story they snuck it into a pipeline to mix with crude oil. Perhaps they've done it hundreds of times, who knows? The only reason government authorities found out about it was that the 'oil' exploded when it arrived at the Ashland Oil Company refinery.

It's true this happened back in 1971, but why could it not happen again? And why couldn't a company simply bribe the supervisors and crew of a toxic incineration ship and simply dump the stuff a couple of miles offshore rather than going to all the trouble of motor-ing a couple of hundred miles out and burning it? Stories abound of the old garbage barges doing exactly this.

The EPA is obviously been unable to enforce rules on books. And sometimes you wonder if they even try. Often times it seems the officials are in bed with those they are to supervise. It gets worse with the finding of waste disposal company calendars hanging in EPA offices, the numbers of former EPA officials taking better paying jobs with toxic waste companies, and the EPA coming up with an incomplete study on the effects of offshore toxic waste incineration that respected authorities describe as "absolute junk".

Mind you, the story was written by the staff of the admittedly pro-business *Wall Street Journal*, not Mother Jones.

Keeping the oceans free of pollution is a vital matter. Let's keep the EPA from making the horrible mistake of thinking they can effectively regulate it.

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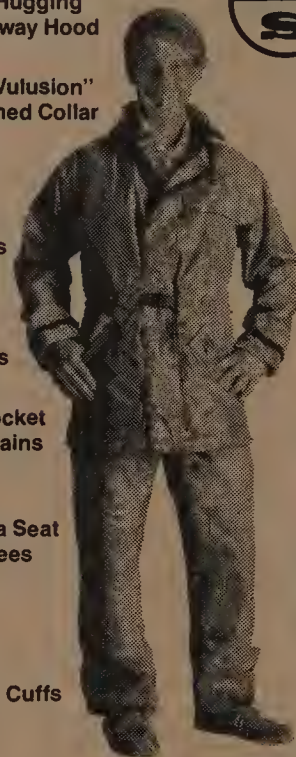
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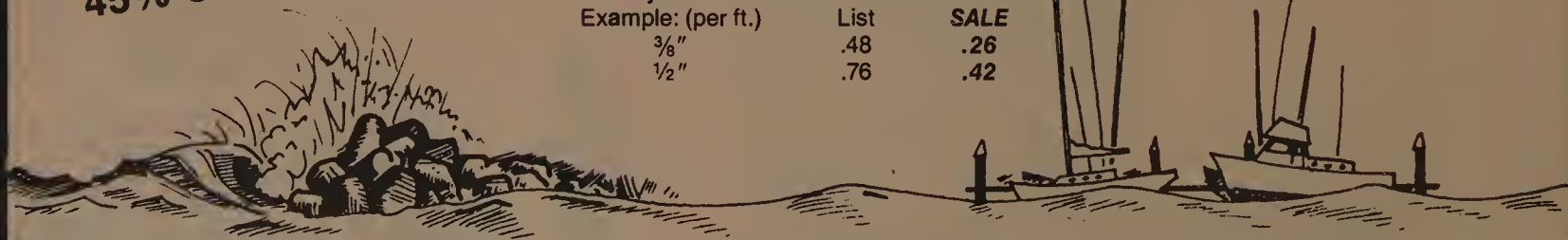
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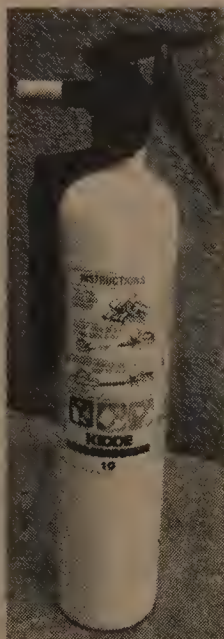
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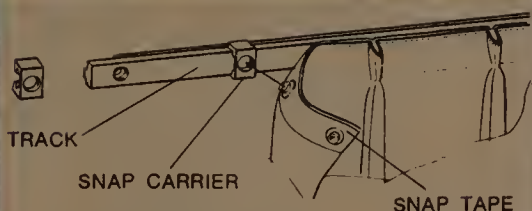
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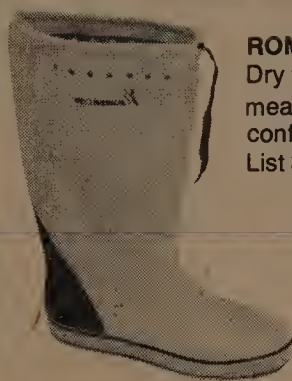
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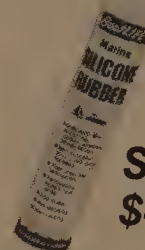
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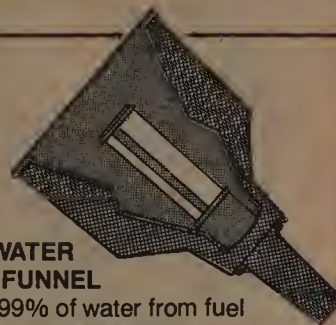
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breakthrough

"It looks like a rubber," was the first thing one of San Francisco Bay's most-respected sailors said when we showed him a sample of it. And, he was ab-



LATITUDE 38/RICHARD

Transparent miracle?

solutely right. But looks are deceiving. The stuff may well turn out to be the greatest innovation in boating materials since the introduction of fiberglass.

Actually it's not a boatbuilding material at all, although it might have some of those applications. It's an entirely new bottom paint, radically different

cont'd on next sightings page

buoy,

Some folks think the Coast Guard doesn't do anything but rescue people and interdict drug smugglers. But they do. The photo below shows them doing one of their other jobs, maintaining navigation aids.

On this day they were just going to do some minor maintenance on the No. 2 Sausalito Channel buoy — you know, check the light, mop the reflector sign, that kind of



oh buoy

thing. A few months from now they'll return to put in another piling; you may have noticed that the one in the picture is bent.

We asked them how it got bent. They said they didn't know, in fact they hardly ever knew who damages the navigation aids. Nobody ever confesses to such things for the simply reason that if they do they get billed for the repairs.

breakthrough - cont'd

than anything on the market.

"Oh sure," you might say, "how is it radically different?"

Well for one thing, how many other bottom paints do you know that are non-toxic? This stuff is. In fact if you've been in a hospital during the last two years, chances are you've got some of it inside your body. Yes, it is different.

Here's some of it's other qualities that you might find intriguing:

✓ It is 'high slick', having a zero contact angle with water. This means it's

cont'd on next sightings page



LATITUDE 38/RICHARD

breakthrough - cont'd

so slippery that water doesn't bead up or stick to it at all.

- ✓ It is a compliant coating. So is the skin of porpoises. This means it both reduces turbulence and causes it to move aft.
- ✓ It expands when wet. In fact it can expand 700% when wet or dry.
- ✓ It has no nutritional value. Thus marine organisms aren't attracted to it, even if they could adhere to its super slippery surface.
- ✓ It is not affected by ultraviolet light.
- ✓ It's stable in temperatures ranging from freezing to 240 degrees.
- ✓ You can spray, roll or brush it on.
- ✓ It dries in ten minutes.
- ✓ It goes on over any existing bottom paint — and allows the old paint's toxicity to time-release through it!
- ✓ It can be quickly cleaned off with just alcohol and water.
- ✓ It's clear.
- ✓ It's expected to be competitively priced.

Sound too good to be true? That's what we thought when we first heard about it. But then we met the inventor, Dr. Fran Gould, and fooled around with a little bit of it. While we can't guarantee the above claims, we were impressed at what we saw. We felt some of it when wet, for example, and we can assure you that it feels 100 times more slick than Baltoplate or Micron 33 — both of which we've had on our own boats.

Inventor Gould explains that the stuff is a uniquely composed polymer — a fancy way of saying it's basically a plastic. The stuff has all kinds of medical uses and that's actually Gould's field of specialty. He holds 17 worldwide patents on variations of the stuff, most of which are in wide and constant use.

One such use is to coat heart and other implants. As you might expect, they don't want anything to slow up or foul the vital flow of blood that pulses through a body at 30 miles an hour. In fact the qualities that make the medical application of it so attractive are almost the same as what make it so appealing as a bottom paint.

Will the stuff work? Well we all know the world is full of great inventions that work in theory or in abbreviated tests but have crippling flaws when put to their intended use. It's possible this is one of them; the only way to find out is with full scale field tests. The picture you see at right is of an Allmand 31 run by Dave Garrett Sailing, getting the first coat of this new bottom paint. Subsequently other boats were sprayed for further testing. Why it wasn't first used on a competitive one-design boat like an Express or a J or an Olson is beyond us. Perhaps it will be soon.

If all goes well with the field tests, the locally-based Dorado Corporation will soon have the as yet unnamed product on the market. We're going to be closely following the tests and may even try to get some to put on the Olson 30 we use. It might just be something miraculous — as any non-toxic bottom paint would be. So stay tuned.

Meanwhile let's not have anyone trying to glue a thousand prophylactics to their boat bottom — that's just not going to cut it.

women on water

In response to a letter last month inquiring about the presence of any women's sailing clubs on the Bay, the answer is Yes! Pete Rookard of Oakland's Metropolitan YC (MYCO) reports that their Women on Water, or WOW, group lists some 100 members and has been active for the past four years.

WOW meets on the first Wednesday of every month at 7 p.m., with guest speakers and other special events. Every other Sunday they gather for brunch at MYCO and then sail on the Oakland Estuary or venture out onto the Bay. Instructors are on hand to lend assistance (although Rookard recommends that neophytes attend a formal sailing class beforehand to learn the basics), and club members donate their boats for the outings. Three of the boats are owned by WOW members themselves.

cont'd on next sightings page

tracing the

After four years of research, Rusty White and Jim Boulton have finally pieced together the complete story of the Teak Lady. Although it will come as news to many of the owners of Cals, J's and Islanders, the Teak Lady was one of the more popular one design racing classes in San Francisco Bay. This, of course, was back in the 40's and 50's.

The class gained notoriety in 1940 when Charles Borden and his obviously adventurous new bride, Rosalie, sailed *Conscious* to the Hawaiian Islands and back. This might not seem like much until you realize that Teak Lady's are only 17' 5" long!

White and Boulton have managed to contact designer Fenton Kilkenney, who is forwarding them all the design details. San



teak lady

Francisco sailing and Teak Lady enthusiast, Ralph Buchan, is making available his photo album showing step by step construction of the boats at the Ah King yard in Hong Kong.

White, who is Director of Operations for the Nautical Heritage Society (they built and operate the *California*), and Boulton have been collecting all the information on the Teak Lady in anticipation of issuing a booklet on the beloved design. As much technical, historical and owner information as possible will be included. So if you and any of your friends knows the present whereabouts of a Teak Lady, or any interesting anecdotes involving their ownership or travels, please contact Randy White or Jim Boulton care of 528 Savoy St. in San Diego, 92106.

women on water - cont'd

WOW operates much like a corinthian membership. Those who belong to other yacht clubs have full reciprocal privileges. Others may try it out for a month and if they choose, forego MYCO's regular initiation fee and pay \$20 a month thereafter. Sounds like a good deal to us.

You can find out more by calling Rookard at 832-6757.

spellbound

Have any of you noticed how quiet the northern hemisphere of the sailing world has been recently? We don't have any explanation for the phenomenon, except perhaps, that our old pal, Warwick 'Commodore' Tompkins, has been down in New Zealand for most of the last nine months.

For those who don't know, Commodore is one of sailing's genuine legends. He spent much of his youth sailing on the family's huge pilot schooner, *Wanderbird* (which now lies in Sausalito, restored by Harold Sommers), including 13 times across the Atlantic, around Cape Horn, and many

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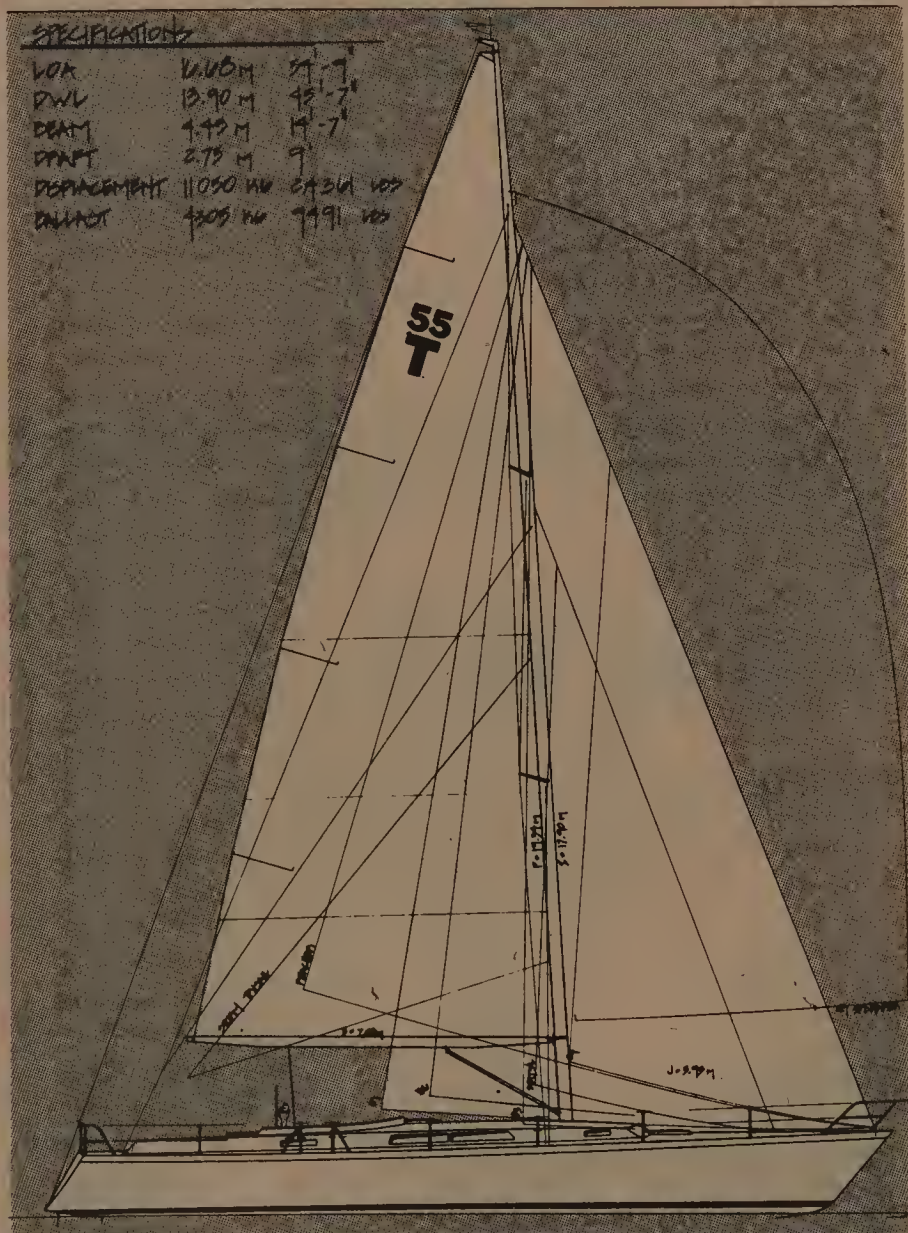


LATITUDE 38/RICHARD

spellbound - cont'd

times to Hawaii and Tahiti. All this before he was 21. Commodore has made a career of sailing on recreational boats, and has been everywhere, known everyone, and done everything. He's even made a few lasting contributions to yacht design — for example, 'satellite' winch placement at the base of masts on racing boats.

Anyway, Commodore's been down in New Zealand supervising the construction of two Tompkins 55's. The first is for James Hill of San Francisco,



The just-launched Tompkins 55.

and will be named *Spellbound*. Built by Peter Sowman, it was scheduled to have gone in the water at McMullen and Wing's Westhaven yard in Auckland, New Zealand.

Based on a lifetime of experience sailing the ocean in recreational boats, Commodore believes the Tompkins 55 will prove to be the 'ultimate' cruiser. The boat was designed by Bruce Farr, and is a center cockpit variation of the Farr 52, *Zamazaan*. Commodore knew that boat well, having delivered it shorthanded from New Zealand to San Francisco, stopping only to help it win honors in the Clipper Cup, TransPac and Big Boat Series.

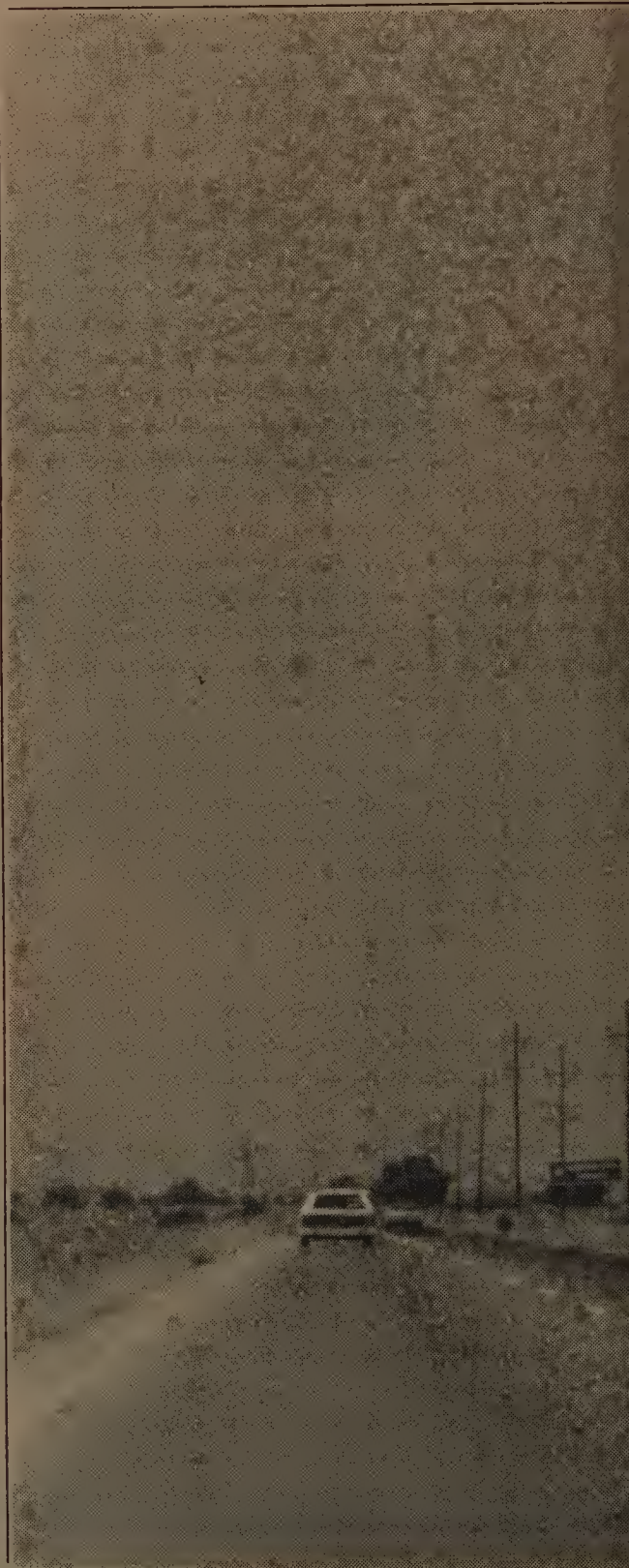
At 24,321 pounds displacement, this fractionally-rigged Tompkins 55 is very light but not ultralight. Commodore thinks the extra weight is necessary to make the boat weatherly, and having delivered *Zamazaan* from Hawaii to San Francisco in just eleven days, you've got to put some stock in it. The boat has a waterline of 45'7", a beam of 14'7", and draws nine feet.

Congratulations to both conceptualizer Tompkins and *Spellbound* owner James Hill.

maybe they the long

The MORA Long Distance Race from San Francisco to San Diego started in early July. For most — but not all — entrants, it was all over about five days later.

We know that some entrants didn't complete the event until September 3, because on that day just a little north of King City we snapped the accompanying photograph.



should call it duration race.

The boat on the trailer is Bob Wohleb's Sonoma 30, *Red Stripe*, which had been dismantled a little south of Point Sur during the Long Distance Race. Apparently it had been enjoying a two month Central California summer vacation in Morro Bay before being collected by agents for the owner, who had no idea they were being photographed.

getting rid of the goods

Did you folks read about Bruce Perlowin in the papers last month? He's the 34-year-old gentleman who admits to have imported \$136 million of pot from Columbia and Thailand to California over the last ten years.

Perlowin was big on organization and planning, and thus probably would have done great in the corporate world. For example, he claims that before he started his operation he had a Berkeley research firm analyze every major dope bust in the previous ten years to look for a weak link in enforcement. The research revealed that the smuggler's greatest point of vulnerability was the entry point in the United States. Perlowin says he solved that problem by purchasing a 1000-ft concrete pier in Richmond that was in the radar shadow of the Richmond Bridge.

cont'd on next sightings page



LATITUDE 38/RICHARD

SIGHTINGS

the goods - cont'd

In just one year, 1980, he admits to having brought in 125,000 pounds to Richmond. Part of the reason he was able to get away with it is that he had his own counter-intelligence unit that monitored the activities of Coast Guard vessels as well as kept track of FBI and DEA agents. He transported the goods using a fleet of nearly 100 vessels, including a 120-ft ocean-going tug, an 85-ft minesweeper and 29 60-ft barges.

Perlowin is now serving a 15 year sentence for racketeering.

It will be interesting to see if any of his old vessels will be used by the government or come up on the market soon. Late last year the Comprehensive Crime Control Act was passed, legislation which allows the government to confiscate valuables allegedly involved in dope trafficking. The government can then either keep the stuff or sell it. It's been reported that since the law passed in October, local drug agencies have already accumulated a fortune in goodies.

When we were over in Honolulu this July for the finish of the TransPac, the boat pictured at right was hauled out at Keehi Marine Center. It's the Ocean 71, *Ocean Love*, a fiberglass version of Cornelius Brunzyeel's great *Stormvogel*. This is the same model boat that William Buckley used in his sail across the Atlantic that was to be the basis for the worst sailing book ever written, *Atlantic High*.

The day we left Honolulu a notice appeared in the *Honolulu Advertiser* that *Ocean Love* would be auctioned off the following day by the U.S. Customs Service. Marshalls supervising the public inspection said the big ketch had been seized while at Wake Island because of an order of a South

cont'd on next sightings page

endless

Thursday, September 5 the Bay Conservation and Development Commission held another public hearing in San Francisco on the BCDC Staff's proposal to severely regulate — if not ultimately eliminate — all liveaboards and houseboats on San Francisco Bay.

Once again virtually all public comment was against the Staff's recommendations. And once again there were so many people

big boat

In last month's *Big Boat Series Preview*, the last paragraph read:

"Not that the Big Boat Series needs any more hype, but . . . it should be noted that this is one of San Francisco's unabashedly heterosexual events. A stroll down the dock before or after a race will confirm that statement . . ."

The sentiment expressed above was to have been edited out of the article, but due to an oversight was not.

To set the record straight, we do not think



bummer

lined up to speak against it that the Commission felt compelled to set aside yet another session for public comment. This was to have taken place on September 19.

A vote on the proposed regulations is scheduled for early October. No matter who wins this particular battle, it's certain that this seemingly endless and nonsensical war between this increasingly power-hungry bureaucracy and peoples' rights will rage on.

retraction

the Big Boat Series is — by any stretch of the imagination — one of the City's unabashedly heterosexual events. We don't think it has anything to do with sex at all — unless you're one who views every innocent peck on the cheek as the sign of an impending orgy.

The Big Boat Series has always been 100 percent about grand prix racing and to suggest anything otherwise is not only ridiculous, but an insult to all those who have organized, participated and watched this

cont'd on next sightings page



LATITUDE 38/RICHARD

the goods - cont'd

Carolina District Court relating the boat to a criminal investigation. Although the agent could not be certain, it was believed to be a property seizure made possible by the Comprehensive Crime Control Act.

There were lots of folks down for the public inspection. And why not, the Honolulu surveyor had appraised it at \$340,000 and the bidding was to start at \$50,000. The problem was that this veteran of the OSTAR and one leg of the first Whitbread Race was in deplorable condition and not worth half the price. The generator was gone, the aft cockpit had been modified with what looked like a chain-saw, the galley was a disaster, the hull and rails looked like they'd been damaged during the haul-out — the list was endless. We almost shed a tear for the bank when a man in uniform said they held paper on it to the tune of \$300,000.

When it came time to put up or shut up at the auction the next day, there were only three bidders: two individuals and the midwest bank that held the paper on it. The bidding was over in just minutes, with the bank taking it at \$175,000. Midwest banks must not know anything about ocean-going boats, because it would appear this would be the third time they got taken to the cleaners by the same vessel. They got screwed if they originally papered it for \$300,000, they got screwed when Customs seized it, and they got screwed again when they paid \$175,000 for the said remains hauled out at Keehi. Their only consolation is that unlike Perlowin, they won't have to pay for their mistakes by spending the best years of their lives behind bars.

brando's boaters

Remember the scene in "The Wild One" when someone asks motorcycle gang leader Marlon Brando what it is he's rebelling against and he answers, "What've you got?" That scene came immediately to mind when someone referred recently to San Francisco's Bay View Boat Club as "the motorcycle club of boating". Once you've seen one of their Monday Night Series races, both the nickname and the visual image fit perfectly.

Like Brando's gang, the BVBC is not particularly bothered by the fact that their races conform to few of the established traditions: About the only rule is that the person at the helm during the start and finish must be a club member. If the truth be known, everyone involved kind of prefers the loose, fun, non-



LATITUDE 38/JOHN

Starting line action off the Bay View Boat Club.

conformist feel of racing like they do — and who can fault them for that?

The series began earlier this year when the owner of a Falmouth Cutter challenged the owner of another old cutter to a race around Mission Rock buoy and back; loser buys the beer. It was so much fun that the next week they were back out there with a few more boats. "It's now degenerated to 18 or 20 boats," says member-to-be and official starter John Super.

The concept of a starting line came about mid-season. Most of the time there was a committee boat out there to start the boats, but sometimes it would follow the fleet around the course and not be there to finish anybody. They finally arranged a fixed starting line between the club flagpole and a buoy off its near Pier 54 location, but again sidestepped formal racing mores

cont'd on next sightings page

brando's boaters - cont'd

by making it a crosswind start.

Handicapping only came into the picture a month or so ago. The racing wasn't as fun when the same people kept winning, so John Super has been trying to assign boats PHRF ratings. It's a formidable task. On any given Monday night, you can spot a Flying Dutchman, a Folkboat, an Islander Bahama, a boardsailor, a Pelican, a Farallon Clipper, a Falmouth Cutter, a 40-some-foot square-rigged Norwegian Trawler and six or eight other types of boats. The trawler currently rates 400, but as John watched it slowly disappear sideways with the ebb one recent Monday, he said, "It may have to go higher."

The entry fee is 5 cents, paid at the bar. The start is about 6:30. The course runs out to the Mission Rock buoy (YRA mark 31), down to a buoy off the San Francisco Boatworks and back to BVBC, a distance of about 2.5 miles. The winner gets a pitcher of beer. The start, first leg and finish are all right in front of the club, and the racers always have a big cheering section. It's a fun race and a fun group. The only thing that feels odd about it is walking outside into the parking area and seeing so many cars. Seems as though there should be at least one or two Harleys . . .

Although it's not one of the glitzier clubs on the Bay, the Bay View Boat Club is no newcomer to the ranks. It's been at 489 China Basin Street in San Francisco — just up the street from the San Francisco Boat Works — since the early '60s. In addition to the Monday Night Series, the 227-member club has a full agenda of social events through the year, and enjoys full reciprocal privileges with other yacht clubs. For more, BVBC secretary Chris Bletsch encourages interested boaters to drop by. "We're a pretty friendly group," he says. The club's phone number is 788-9496.

dredging the san rafael canal

There is good news and bad news about the San Rafael Canal. First the good: due to the hard work of Rep. Barbara Boxer (D-Greenbrae), \$1 million was allocated in the 1985-1986 Federal budget for the Army Corps of Engineers to dredge the heavily silted San Rafael Canal. What makes the allocation even more impressive is that this was the only item included in the budget that was not recommended by President Reagan.

Now the bad: although the U.S. House of Representatives passed the budget, the Senate did not. In fact, the Senate went so far as to scratch the dredging funds for the two-mile long canal. Currently, the budget is sitting in a conference committee where representatives are discussing its pros and cons.

"We are asking people to write to their senators, either Senator Cranston or Wilson, to ask that they support reinstatement of the \$1 million for the dredging," says Jackie de Nevers, district director for Rep. Boxer. "It would be very beneficial for boaters to lobby at this time."

The proposed plan for the canal is actually a \$2 million, two year project. As soon as the budget is approved, the Corps will start dredging the mouth and lower reaches of the canal. The next year, the second million dollars will be used for dredging the canal itself.

The canal was last dredged in 1981, but the harsh winters of '82 and '83, coupled with the normal winter runoff, have made parts of the canal just about impassible for deep draft boats at low tide.

"This area falls under the authorization of the Army Corps of Engineers, Harbors and Rivers Act," says de Nevers from her San Rafael office. "Their budget was drastically cut, so they had to set priorities. They said the canal was used by shallow-draft vessels for recreation — and that received a low priority.

To show that the canal served a greater need, Rep. Boxer worked with San Rafael officials to come up with convincing statistics. They estimated that more than 40 businesses, including marinas, boat yards, yacht brokers and commercial fishermen, operate along the canal. They employ approximately

cont'd on next sightings page

retraction

world-renowned sailing event over the years. And we think "a stroll down the dock before or after any race will confirm" this

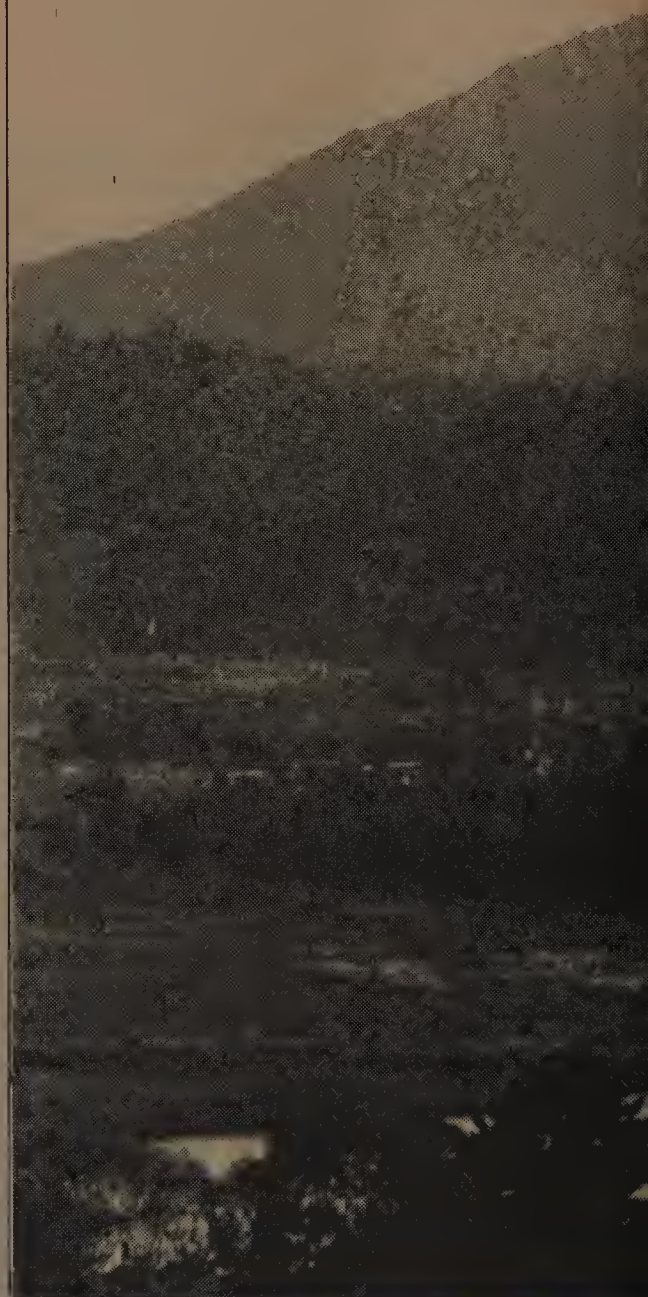
first sun tea

"What are you doing laying out here in the sun?"

"Just charging my batteries, man, just topping them off."

If you do a lot of sailing or racing after dark or have gone cruising, you how know rapidly you use up flashlight batteries. You could use the rechargeable kind, but in this 'time is money', go-go urban world, disposable batteries have been the only convenient way to go.

But according to a trade journal clipping sent to us by Buck Hook of Fair Oaks, there may be a better alternative. The clipping says



- cont'd

statement.

We sincerely apologize for letting the paragraph slip through.

- now sun batteries?

that the MJR Company of Phoenix is marketing nickel-cadmium D cell batteries — with built in solar panels! Once you've run the battery down you can set it out in the sunlight and it will charge at one-half the rate it would take by AC current. And just for good measure, you can recharge them with AC also.

Unfortunately it doesn't say how much the batteries cost or give the address of the company in Phoenix — nor did Buck say what trade journal the clipping was from. Anybody know where to track these batteries down? Anybody used them?

dredging - cont'd

200 workers who earn about \$3.1 million annually. Boat sales alone reach \$7 million and generate \$42,000 in local sales tax annually.

Beyond these impressive statistics, the San Rafael Canal is a tranquil, pleasant and usually sunny and warm place to sail. If you want to help open it back up for boaters with any size vessel, write your Senators and tell them so.

Senator Pete Wilson or
450 Golden Gate Avenue
San Francisco, CA 94102

Senator Alan Cranston
450 Golden Gate Avenue
San Francisco, CA 94102

— glenda ganny carroll

a most reasonable plan

What we've got on the following page is a picture of something good, the Laurel Street roadstead. Unfortunately for Northern Californians, it's in San Diego Bay, not Richardson Bay.

For a couple of years officials down in San Diego considered what they ought to do with recreational boats moored or anchored in San Diego Bay. The number of boats — many of them derelicts or abandoned — had been proliferating in recent years. The result was that the best general anchorage

cont'd on next sightings page



reasonable plan - cont'd

areas were not only inefficiently being used, but were beginning to fester as a safety hazard. For example, it didn't make any difference how expert you were about anchoring your boat if some jerk left his 60-ft half-sinking hulk abandoned 100 yards upwind of you hanging on 75-ft of 1/2-inch polypro line.

Recognizing this, the San Diego Unified Port District listened to various recommendations on what to do about the situation. The suggestions ranged from doing nothing at all to eliminating all long term anchoring in San Diego Bay. With a fair degree of dispatch, the Port District came up with a plan whereby eight different mooring areas would be established. The moorings would hold a total of 650 boats, several hundred more than were currently at anchor. Thus nobody was going to get kicked out. The moorings would be professionally installed and maintained. In addition, shoreside support facilities such as dinghy docks and restrooms would be forthcoming.

cont'd on next sightings page

windsurfing saved my

Unless you are a blind, deaf hermit who ventures out of a cave in the hills only once a month for your braille version of *Latitude 38*, you are undoubtedly aware of the brush with eternity experienced by Ellen "Rickey" Berkowitz and Gail Schwartz. Those two women, you'll recall, drifted engineless and mostly foodless around the Indian Ocean for the better part of last month. Young American girls in peril always makes good press, and the two 26-year-olds couldn't have gotten more coverage if they'd found the lost ark. There were 40 reporters at their press conference in Djakarta alone.

One of the most dwelt upon facets of the



life - well , almost

ordeal to most reporters was how they survived the last 11 days on only rainwater and toothpaste. While that is pretty amazing, what nobody seemed to realize is that this may be the first instance in history where being a California girl may have saved someone's life, albeit indirectly. You see, Gail and Rickey realized that when the engine of the 16-foot powerboat died, they started drifting West. Although there was land to the west — Africa, to be exact — it was way to the west and they'd probably drift until Christmas before they hit it. They knew that the best way to go was back from whence

cont'd on next sightings page



reasonable plan - cont'd

The cost of such a mooring would be reasonable, \$30 a month. Such moorings would be open to all boats that were navigable, met the very basic safety requirements and were equipped with a proper marine sanitation device. And there is no prohibition about living aboard.

(In addition to the moorings, various 72-hour limit anchorages would still be in effect around the bay, and one general anchorage would be established in the southern part of the bay.)

The Laurel Street anchorage that you see here — the photo was taken just before the boats were allowed in — was the first such anchorage to be completed. It provides secure and well spaced mooring for 50 boats on a permanent basis (although moorings do have to be renewed each year). In addition 20 Med-style shore tie-ups had been set aside for commercial fishermen. The fishermen, however, didn't care for the facility, so the Port District has set these stern-ties aside for transient vessels.

Laurel Street has two dinghy docks as well as restrooms on shore. There's even a little off street parking and some landscaping. The transient boat fee is the same as at the San Diego Police Dock; a very reasonable \$5 a night for the first week and then \$10 a night for the next week. The time limit is 30 days. If you're headed south this winter, you might jot down this number, (619) 291-3900. It's the one you call for reservations.

Work is already well-underway on the second anchorage, this in the commercial basin near Kettenberg's. Because of the number of liveaboard boats that had to be displaced — they were packed tighter than sardines in a can — this was the most controversial site. Be that as it may, the 170 moorings here are expected to be completed sometime in November. Thirty to forty percent of these will be set aside for transients.

Naturally not everyone is pleased with the mooring and anchoring plan for San Diego Bay. Chris Frost at Downwind Marine objects to the concept of the Coast Guard turning all the general anchorages over to the Port District. When and if that happens, the only remaining open anchorage will be way down in the south bay. Frost says if the whole program is approved, there is nothing to stop the Port District from raising mooring fees to unreasonable levels. He would like to see a reduced size general anchorage remain off Shelter Island.

From our perspective, however, it seems like a most reasonable plan. Perhaps our view is colored from having to deal with the BCDC's attitude of no moorings, no anchor outs, no liveaboards, no nothing for pollutin', public trust bustin' boaters.

whitbread underway

The longest and wildest crewed yacht race on planet Earth, the Whitbread Around the World Race started at Portsmouth, England on September 28. The 27,000 mile course will take what was expected to be a strong 19 boat fleet to South Africa, Australia, and South America before finishing back at the original Portsmouth starting.

It's fairly miraculous that there ever was a second Whitbread. The first one, in 1973/74, featured particularly brutal conditions in the always rough Southern Ocean. A number of people were killed in that race, including one owner who was blasted from the helm by a ferocious wave and thrown overboard. The conditions were so bad it was impossible even contemplating a search for him.

Despite the horror of that first race and the very difficult conditions on the other two, many of this year's watch captains and crewmembers are veterans of previous races. A gentleman who has developed a substantial reputation as a result of having done all three of the races is 37-year old Kiwi, Peter Blake. He'll be running *Lion New Zealand* a 80-ft Ron Holland design. This boat is but one of seven maxi raters, of which three new ones came from the board of Bruce Farr. These include Digby Taylor's second Whitbread entry, *Enterprise New Zealand*, *UBS Switzerland* from the land-locked country of

cont'd on next sightings page

whitbread - cont'd

the same name, and the only American entry, Padda Kuttel's *Atlantic Privateer*. Kuttel's boat started life as *Apple Macintosh* which is no big deal when you consider that Kuttel was a South African before moving to Florida recently.

For some reason French folk-hero Eric Taberly will be sailing a Belgian entry, *Cote d'Or*. The design came from the hot boards of Joubert/Nivelt and at 83-ft is the largest of the maxis. It, however, is not the only entry sponsored by a chocolate company. Confection freaks will also be pulling for *Fazer Finland*, a stripped out Swan 65.

The two other maxi entries are *Canada Maritime* and *Drum England*. The former is a 77-ft Alan Gurney design that is the only entry to have done all the Whitbreads to date. She be under the command of Bob Salmon, who is best known to *Latitude 38* readers as being the organizer of the Mini-Transat; a transatlantic race for boats no more than 20-ft in length. What's he doing in a maxi? Rock star Simon le Bon's entry is a also 77-ft, but was designed by Ron Holland. As we went to press her status is still a bit iffy; as noted last month she lost her keel — and le Bon nearly lost his life — in this year's storm-tossed Fastnet Race.

The most unusual entry this time comes from Switzerland, the Swan 57 *Shadow of Switzerland*. There's no sponsorship here, she's being campaigned by Otto and Nora Zehender-Mueller, a couple of physicans who have obviously had enough of the Swiss Alps. Perhaps that isn't the most unusual entry, for the Frers 63, *Campaigna* will be sailed by the Whitbread's first-ever all woman crew. Miranda Delmar-Morgan, 30 years old, heads a group of women sailors from England, Scandanavia, Japan, France and America. As *Kriter IX* the boat took fourth in the last Whitbread; wouldn't it be great if it could do even better this year?

Other entries in the race go down in size to as small as 50-ft.

Always a great race for generating publicity — particularly in Europe — this year's race will attract far more attention than ever. The presence of le Bon's boat is one reason, but the primary one is that the boat's will be equipped with Argos satellite tracking systems. Thus the various positions will be known at all times. In fact you can get your own 24 hour updates by calling Portsmouth (0705) 864422. Be advised, however, it's not only a toll call, it's a Transatlantic call.

locke, the titanic and the march of progress

If you've been following the news about the discovery of the *Titanic* with as much interest as we have, you've probably formulated some opinions of your own regarding indefinite plans to raise the ill-fated liner from its watery grave. Researchers who found the elusive wreck 13,000 feet under the Atlantic dismiss such plans as ridiculous, which they probably are, but why spoil the beauty of a proposition with the logic of it? Just what could we expect if the *Titanic* were somehow raised, renovated and reopened as a tourist attraction?

Well, for starters, a field day, or probably a field year, for the media. We would see so much of the *Titanic* on the covers of magazines and on TV documentaries that we would probably know the ship better than her designers. To help underwrite the phenomenal amount of money for the undertaking, fund-raising items such as 'Raise the Big T' t-shirts, caps, buttons, gum, flags, jackets and so on would start to appear. Mick and Tina would probably do a benefit concert. *National Geographic* and *60 Minutes* would produce special features. Johnny Carson would tell *Titanic* jokes.

Five to ten years down the road, after the furor had worn off and all the 'mysteries' were solved, the final resting place of 1,500 souls would be in trouble. The City of New York (or whatever other city ended up with the ship) would be deep in litigation with the port authority over whether the permanently docked display should be taxed as a building or as a ship. *Titanic*

cont'd on next sightings page

saved my

they'd come, northeast toward the island of Java.

So Schwartz, using knowledge gained from windsurfing near her Palo Alto home, whipped out her Swiss Army knife and rigged a mast and sail out of a 14-foot bamboo pole and a poncho, stepping the rig into a gas can full of water. Fortunately, there was a compass aboard and the wind stayed steady from the south. Twenty-one days after losing their engine (and five days after



life - cont'd

the Indonesian government presumed them drowned), the two women and the two Indonesian crewmen of the boat were found by fishermen and brought to the harbor-master at Binthuan, Sumatra. The moral of the story? People who ride small motorboats near Java would do well to know boardsailing. Or better yet, people who go out with Indonesian powerboaters should bring a spare set of spark plugs and an engine manual.

locke/titanic - cont'd

burgers, sold aboard, would be found to contain lethal levels of styrene from all the plastic and formica installed aboard, and the last of the 'Dodge the Iceberg' videos would be wrecked by a punker to make room for more graffiti. Even the large, glass-enclosed 'Gash room' which proudly displayed the fatal 300-foot rip that sank the ship in 1912, would be deemed too violence-oriented for children by MASS — Mothers Against Ship Sinkings — who would lobby to have the hole made smaller and those jagged edges filed smooth. Entangled in court battles and losing money, the ship would close down, be towed to Jersey, serve for a time as a refuge for homeless rapists, and finally be bought by Gillette, scrapped and made into disposable shaver

cont'd on next sightings page



LATITUDE 38/JOHN

"WE'VE GOT YOUR



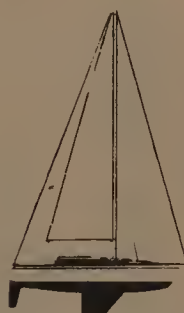
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Jeaneau 39



Jeaneau 34



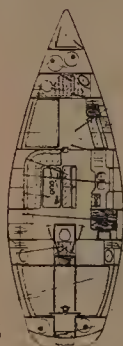
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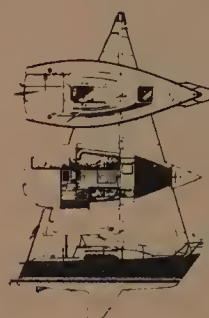
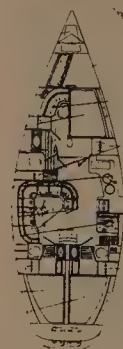
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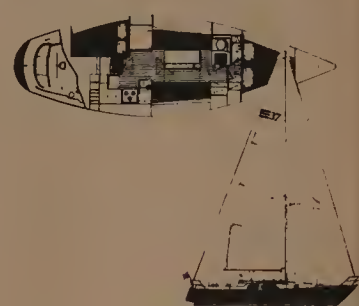
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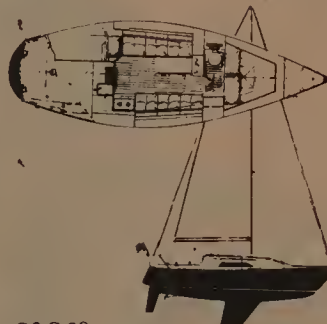
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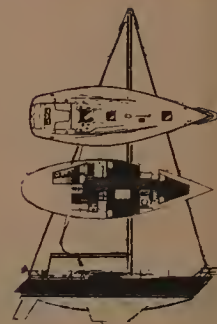
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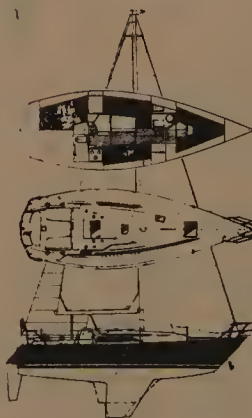
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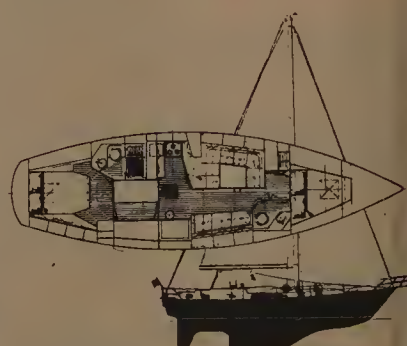
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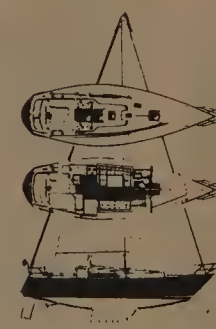
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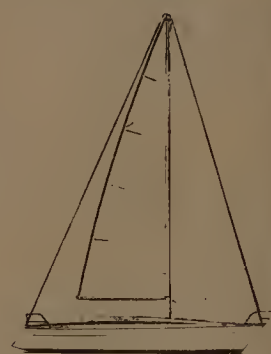
C&C 33



C&C 43



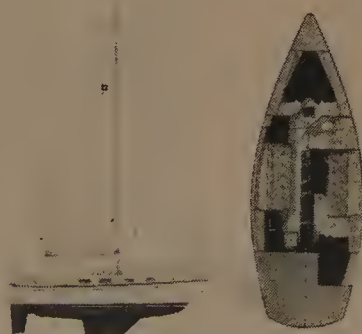
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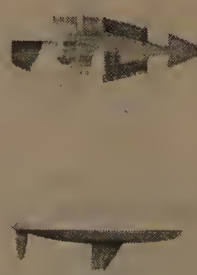
Grand Soleil 35



Pearson 28



Pearson 303



Pearson 33

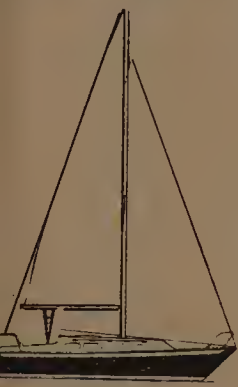


Pearson 34

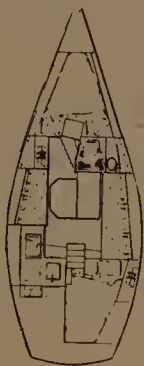
BOAT"



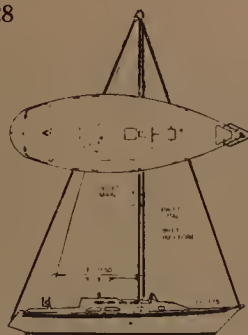
2415 Mariner Square Drive
Alameda, CA 94501
(415) 528-SAIL



Ericson 28



Ericson 30



Ericson 32



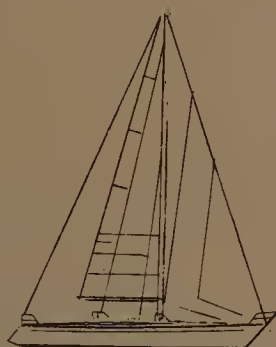
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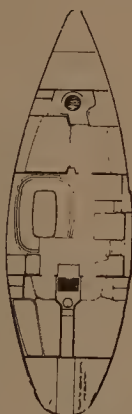
Ericson 381



Grand Soleil 39



Grand Soleil 46



Neptunus 106



Neptunus 180



Neptunus 133



Neptunus 140



Neptunus 155



EXPERIENCED YACHTS

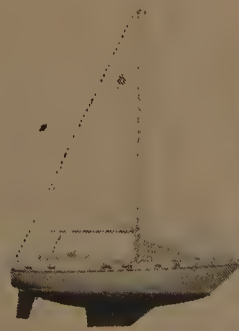
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21	San Juan w/ Trailer	OB	S	6,995
24	J Boats	OB	S	13,950
25	Cal	OB	S	7,500
25	Ericson	SD	D	24,500
25	Freedom	OB	CAT	25,995
25	O'Day (Fixed Keel)	OB	S	15,500
26	Pearson Weekender	OB	S	11,950
27	Cal 2-27	SD	S	20,950
27	Catalina	SG	S	14,950
27	Coronado	SD	S	11,950
27	Newport	SG	S	14,950
27	O'Day	SD	S	18,950
27	Santana	SG	S	17,500
28	Pearson	SG	S	31,500
29	Seafarer	OB	S	13,950
32	Pearson 323	SD	S	54,950
32	Pearson 323	SD	S	55,000
33	US Yachts	SD	S	37,500
34	C&C	SD	S	69,500
34	Pearson	SD	S	79,500
35	Ericson	SD	S	54,950
36	Pearson 365	SD	K	51,950
36	Pearson 365	SD	K	69,950
36	Pearson 367	SD	C	82,500
36	Pearson Pilothouse	SD	S	79,500
36	S2	SD	S	64,950
37	Irwin	SD	G	63,995
38	Ericson	SD	S	112,995
42	Pearson 424	SD	K	109,950
43	Gulfstar	SD	S	99,500
44	CSY	SD	C	140,000
50	Gulfstar	SD	K	175,000



Pearson 36



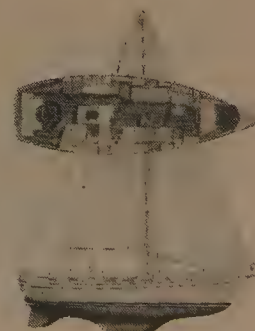
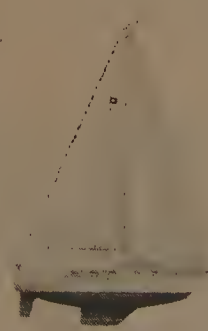
Pearson 385



Pearson 386



Pearson 422



locke/titanic - cont'd

blades. End of story.

Well, it might not really be all that bad, but you have to wonder sometimes at what is generally considered progress.

Another ghost-filled place that, logic or no, is slated to go under the developer's pen is the tiny town of Locke, the Delta's picturesque Chinatown just up the Sacramento River from Walnut Grove. First inhabited by Chinese immigrants in 1915 (which makes it only three years younger than the *Titanic*) Locke in its heyday in the 30's was sin city north: a place of cathouses, gambling parlors, opium dens and a reputation that makes Las Vegas look like a convent. Today, the two dozen or so elderly Chinese that still live there sit silently on benches or balconies and wonder at the up to 10,000 tourists a month that throng the 100-yard long main street during the summer. They wonder, as well, about what the future holds for the sun-bleached little slice of history in which they live.

cont'd on next sightings page

the mid-winters

To some sailors the approach of winter elicits fantasies of mountains, snow and ice. They pretty much hang up their foulies by late November in favor of skis, poles and parkas. However the majority of sailors — ourselves included — suffer from *chillitis*, a severe hatred of the cold, marked by a particular aversion to ice not floating in a sea of rum. Fortunately for the majority of us there is mid-winter racing to satisfy our social and recreational needs.

As has been the case for many years now, there are four major mid-winter racing series on San Francisco Bay and one for small boats.



approacheth

The Metro YC.

The Metropolitan YC of Oakland puts on perhaps the most well-attended mid-winter series. The races are held on the Berkeley Circle, which means they are perhaps the least-current affected races of the season. The Metro races will be held on the second Saturday and Sunday of November, December, January and February. Although it won't be determined until later, one of the days each month will be set aside for one-design racing and the other day for handicap racing.

cont'd on next sightings page

locke/titanic - cont'd

Dorothy O'Malia, a 69-year-old Sacramento astrologer/playwright heads a San Jose group that is paying \$3 million for 500 riverfront acres, which includes Locke. Plans are to restore and revive the sleepy little village and add two golf courses, a marina, boutiques, restaurants, bars, a bed and breakfast and other businesses that will attract even more tourists. The few businesses currently operating include a museum, a couple of art galleries, a general store, an acupuncture treatment office, two gift shops open only on weekends and Al the Wop's restaurant/bar, something of a legend in its own right.

It won't be the first time such plans have been proposed. And in all fairness, the latest developer's plans are much more benevolent than those of the previous owner, Asian City Development. They bought the property in 1977 for \$700,000 and had plans to turn the property into "a Chinese Disneyland" as one resident put it. And in further fairness, Locke needs help. It looks as though the ramshackle buildings all along main street might collapse like dominoes in a high wind, and we don't even want to think about what an errant match might do. But stabilization has a better ring to our ears than renovation. So does respect for the wishes of the few residents that remain. Locke is as valuable and delicate a time capsule as the *Titanic* and slicking it up until it resembles an early Chinese settlement about as much as Knott's Berry Farm resembles a farm seems the height of blasphemy. You want amusement park fun, drive 30 minutes to the soon-to-open Marine World in Vallejo. You want a unique slice of history, visit Locke, but do it soon, before progress comes.

support for the challenge

On September 10, the commodores and flag officers from 17 Northern California yacht clubs gathered at the St. Francis YC for a historic event. The Commodores Challenge Dinner was held to salute the St. Francis Golden Gate Challenge, and to officially launch the campaign within the yachting community to recapture the America's Cup and bring it back to a new home: San Francisco Bay.

During the evening's festivities, the 65 guests and their families learned that the challenge has already gained the support and help of many groups and individuals, among them 49ers coach Bill Walsh and San Francisco Mayor Dianne Feinstein. Mayor Feinstein is currently encouraging additional support from other Bay Area Mayors: A win could mean a financial shot in the arm for the Bay Area economy to the tune of \$1.8 billion.

As we all know, though, you have to spend money to make money. Challenge General Manager Ron Young outlined strategy for raising the \$10 million needed for the assault on the olde mug, and showed a lively video used in eliciting support. Another key area of interest during the outline of the campaign's goals and progress was the status of the first 12-meter presently under construction at Stephens Marine in Stockton. The first of two boats to be built, the "evolutionary" design is scheduled to be in the water either this month or next.

St. Francis YC Commodore Ed Brovelli, Jr., host of the dinner, introduced the Challenge's sailing coordinator, Tom Blackaller, who proposed a rousing toast to the success of the challenge. Key syndicate members were also introduced, including Chairman Bob Scott, Vice Chairman Bob Cole, Founder Virgil Casselli and Honorary Chairman Cyril Magnin, who got a standing ovation for his help in carrying the Challenge message to the business community and private sector.

PICYA Commodore Doug Faulkner closed the program with a toast to victory at sea. That was followed by a rousing and unified "battle cry." All left committed to making this Northern California effort a real "People's Challenge." The message is clear: together we can make the Golden Gate Challenge greater than any other America's Cup endeavor — anywhere.

— judith rich



plastic classics

Once derogatorily referred to as 'Tupperware boats' or 'clorox bottles', the fiberglass boats of the 60's are now classics. At least that's the conclusion you'd have to draw from the Plastic Classic Regatta, Concours d'Elegance, and Marine Flea Market to be held Saturday, October 26 in San Francisco. The event, a combined effort of the Half Moon Bay YC and the Islander Bahama Fleet, will be centered at San Francisco Boatworks and the Ramp Restaurant at the foot of Marisposa Street in the City.

It's only fitting that the first 'plastic boat concours' in the country — at least to our knowledge — be held here in San Francisco Bay, for it is here that recreational fiberglass boats got their start. The *Bounty II*, a 41-ft Phil Rhodes design, was the very first back in the late '50s. Built at Schoonmaker Point in Sausalito almost entirely of 'unnatural' materials such as fiberglass, formica, aluminum and rubber, it was manufactured first by Coleman Plastics, then Aero-Marine and finally Pearson Yachts, the latter a fiberglass pioneer on the east coast. Besides the *Bounty II*, Aero Marine built a little 26-footer that had the innovative feature of a sliding cabin house, an idea that never caught on.



Three of the originals — a Cal 25, Pearson Ariel and Islander Bahama — out tuning up for the Plastic Classic.

Plastic boats were not exactly welcomed with open arms by more tradition-bound sailors. For one thing they didn't require the skill and knowledge to own that a wood boat did. Consequently, just about anyone could own a fiberglass boat, and during the mid-60's it seemed like just about everybody bought one. This included hordes of people who knew little if anything about the sea or sailing; hordes who offended the generally more seasoned and knowledgeable wooden boat owners who were accustomed to — if not devoted to — countless hours of physical labor keeping their boats in tip top shape. But as we all know today, fiberglass boats have pretty much taken over the mass market.

For those of you who don't remember or weren't around for the first plastic boats, some of the early names in addition to those mentioned above include Wayfarer/Islander, Cal, Columbia, Coronado, Bristol, Yankee, Day, Ranger, Schock, Newport, and Tartan.

mexican shakedown

As always during a natural disaster, the reports coming out of Mexico in the aftermath of the earthquakes that country experienced in mid-September are sporadic and — at our press time — not entirely reliable. The only sure things are that this is one of the most devastating disasters that country has ever known. Thousands are dead, hundreds of thousands are homeless and

cont'd on next sightings page

mid-winters

The series is open to anyone with an SYRA or YRA type boat. You should be aware, however, that sometimes deep draft boats have run aground on some parts of the courses during low tide. For entry forms, call Kitty James at the YRA office: 771-9500

The Golden Gate YC.

The Golden Gate YC has always claimed that their cityfront course locations usually mean they get the best of whatever fickle winter winds might be available. If they say so, we'll believe it.

Their Manuel Fagundes Seaweed Soup mid-winter series will be held on the last Sunday of November, December, January and February. You must belong to a YRA-member yacht club to enter and you'd darn well better have a good anchor on board. Those cityfront tides can sweep you right out the Gate. Like the Metro YC, everyone is invited to the yacht club before and after the races. Call Kitty at 771-9500 for entry forms.

The Sausalito Cruising Club.

The Sausalito Cruising Club will have their mid-winter races on the last Saturday of November, December, January, February and March. The races are open to everyone with YRA type boats. Call Don Chandler at 495-6506 or Kitty at 771-9500 for entry forms.

The Corinthian YC.

The Corinthian YC made a dramatic change in their mid-winter format last year. Instead of having one race per month, they held two separate two-day regattas. A huge success, they'll use the same format this year. What everyone seemed to like about the two-day regattas is that they gave everyone a chance to meet their competitors in person — something that's all too rare on the Bay.

junior

Lots of people say good things about the St. Francis YC's annual Junior Racing Clinic, and there are bound to be more accolades this year. Dinghy sailor extraordinaire Russ Sylvestri will host the clinic this time around. As one of the top Laser sailors in the world, he'll be out showing the kids how to blow the doors off mom, dad and most of the rest of us mortals over the two-day event.

The program is open to all juniors between the ages of 13 and 19, regardless of

creative

- cont'd

Race dates will be January 18 & 19, and then again on February 15 & 16. These are separate regattas and not scored together. Entries are invited to bring their boats over to the club to raft up and spend the night at the club. On Saturday night there will be \$8 buffet dinners followed by dancing to DJ-controlled music. The dinner/dances attracted about 150 both times last year; the folks who went home early missed a very good time.

There will be one design racing, probably for Etchells, Cal 20's, Santana 22's, Tritons and any other class that can get five or more boats together. And naturally they'll be handicap racing also. Contact the Corinthian YC at 435-4771 for entry information.

The Richmond YC

In addition to the 'big boat' mid-winters, the Richmond YC has a 'small boat' mid-winter open to everyone. All Small Boat Racing Association boats are welcome to race on December 1, December 29, January 26 and February 23. Call 237-2821 for entry forms and details.

Mid-winter racing, no matter where and what you do it, can be unpredictable. Usually the wind is light, but it can blow like hell, too. Some days it's freezing cold, others it's almost balmy. You pay your entry fee and you take your chances.

Mid-winter racing is more casual than at other times of the year, and because of the majority of light wind days it's usually a great occasion to break in new crew or invite non-sailing friends along. Insist, however, that everyone have sufficient warm clothing. Staying warm in the winter can be more than a matter of comfort; it can be a matter of health.

See ya out there!

racing clinic

yacht club affiliation. Applicants must have at least intermediate sailing skills, a Laser, a life jacket and appropriate foul weather gear. The \$15 fee includes dinner Friday night and a box lunch Saturday. Following the clinic on Sunday, the St. Francis will hold its annual Junior Interclub Regatta.

The Junior Racing Clinic was oversubscribed last year, so you're urged to get your reservation in promptly. Dean Dietrich at 781-4200(W)/567-2370(H) can get you going.

gray space

shakedown - cont'd

the damage to property is incalculable. Mexico City would be only slightly worse off if somebody had dropped a nuclear bomb on it. At this writing, the machinery of aid from the Salvation Army, Red Cross and other U.S. Agencies is just starting into motion, and we encourage anyone with the means to lend what support you can.

We have not yet received reports from any early season cruisers in the area — the mails are undoubtedly as screwed up as the phone, gas, water and other systems — but promise to commit those reports to print as soon as we receive any.

On the subject of maritime involvement, and to illustrate the state of communications coming out of Mexico, the venerable UPI (United Press International) recently released a wire item attributed to the director of Spain's special fishing radio link, whatever that is. He reported, apparently via a radio contact with a Mexican Tuna boat, 20 meter (about 65-foot) waves, and shortwave reports from Mexican and Salvadoran Navy vessels that five merchant ships and four fishing boats were missing in the area 135 miles West of Acapulco. That's right near the epicenter of the first big quake of last month.

On the basis of this information, the U.S. Coast Guard sent a search and rescue plane to Acapulco and thence out to sea to search the area. After a 12-hour search, the plane failed to turn up a single piece of incriminating flotsam for even one wreck, much less nine. The plane flew home the next day.

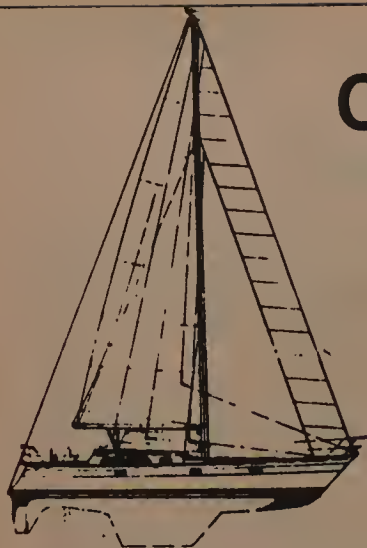
A final item came from a reader who called in to ask if anybody here knew what effect earthquakes had or have on yachts. Other than evoking the image of a whole anchorage full of boats tumbling down the face of a 400-foot tsunami, we didn't have the slightest idea. Then one of the more lucid members of the staff remembered reading something on the subject, pulled a book off the shelf and turned right to the reference. How do people do that? The following excerpt is from Captain John Rains' book, *Cruising Ports: California to Florida Via Panama*.

Shortly after 0500, March 14, 1979, I was on watch enjoying the predawn quiet and the moonset north of Zihuatanejo, our destination. I was concerned because the fuel indicator read near zero, but did not want to disturb the sleeping crew to refuel from our deck tanks. Suddenly a low rumbling sound began; the boat shook violently fore and aft. A quick check of the fathometer and chart confirmed that we had not gone aground. I assumed that the engine was vibrating violently due to a fuel shortage so I pulled on the kill switch and waited for what seemed like a long time for the engine to die. Then suddenly all was quiet and I was drifting on a tranquil sea. The crew awakened and we began filling the tank from the jerry jugs.

A few minutes later I received a call from my escort vessel, a Mexican Coast Guard ship (I was delivering the president of Mexico's yacht). Earthquake! 7.9 on the Richter scale had its epicenter near our location at sea. The Coast Guard Captain thought he had grounded, and spent those trying moments staring in disbelief at the depth-sounder.

Tremor-caused landslides draped the steep slopes surrounding the entrance to the bay. We learned that all the water in the bay had washed out, leaving boats sitting on the bottom of the bay. It had happened so slowly that it caused little damage. Nearby Ixtapa, a resort community, suffered damage to the high-rise structures. A great deal of plaster had fallen, and cracks scarred many buildings.

As we said, as soon as we receive any reports from cruisers on this most recent set of quakes, we'll be sure to include them in the next issue. In the meantime, if anyone else has experienced an earthquake while aboard, drop us a line. Let us know: if you felt it; what it felt like; what the boat was doing; what the water was doing; and any other remembrances you have. Then answer this question: if a big quake ever hit San Francisco again, would you consider it safer to be on your boat in the Bay, or on dry land?



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Somebody get the Big Boat Series a glass of champagne! Born in 1964 — the year in which Jim Wilhite won with *Athene* — she's now 21, the legal age to imbibe. A class act from the very beginning, here's looking at her for all the great years of racing.

Like all things that have become great, the St. Francis Big Boat Series has evolved over the years. She's grown increasingly popular, to the extent that the original St. Francis Perpetual Trophy had to be augmented with a City of San Francisco Perpetual in 1968, a Richard Rheem Perpetual in 1972, a Keefe-Kilborn Perpetual in 1976, and most recently an Atlantic Perpetual in 1979 — all to accommodate increasing entries. Fifty-nine boats, for example, entered this year. A more recent change was the increase in the number of races from four to five. But even more important than the increase in numbers, the quality of the racing and the entire event has dramatically risen also.

This year's changes were relatively minor. Beck's beer jumped to \$2.50 a bottle and the buffet dinners were up to \$8. Of more significance to the competition was the fact that the traditional 3 p.m. start of the Wednesday 'businessman's special' was moved up to the 1 p.m. starting time of the other four races. This was not particularly to the liking of those who enjoy the series for the spectating and socializing. For one thing it meant they'd miss almost all the race unless they split from work; secondly, it meant there'd be less time for the young women to get all decked out prior to making their grand appearance at the club — as had long been a Wednesday tradition.

So what was behind the starting time

change? Simply to making the racing more fair. In past years the late start has meant afternoon breezes sometimes faded for some boats on some areas of the course, making the Wednesday races something of a crap shoot. On many occasions the late starting boats also had to finish in darkness — another potential disadvantage. Deciding that the Big Boat Series was first and foremost a grand prix racing event and not a social event, the St. Francis YC did away with the 3 p.m. start. At least some people have their priorities straight.

The other big change was in the area of crowd control. Because of limited facilities, each year the club has to turn away scores of interested visitors — or face having the club crammed far beyond anyone's comfort. To keep people out without offending them is no easy task.

This year's solution was thought to be hospital-style wrist bands. At the beginning of the week all the crewmembers, approved guests and press had a color-coded non-transferable band attached to their wrist. The idea was that you'd wear the band all week long, and that the guards wouldn't admit those without them. A few folks actually wore the bands all week, but not many.

Coyote's Pat Vincent was typical of most racers. After a day or two he felt like an idiot wearing the band. So one night during din-

Big waves, big fun, Big Boat Series.

PHOTOS BY RICHARD/LATITUDE 38
EXCEPT WHERE NOTED

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ner at a San Francisco cafe, he tried to pull it off. These wristbands are tough little buggers, however, and he lost his grip. The result was that his tugging hand flew across the table, knocking his entire place setting against a restaurant window. "Everybody in the place looked at me," he says, "and when they saw the wristband I'm sure they thought I just escaped from a mental hospital."

Even without a wristband, if you had sufficient presence or were a styled out woman, you could march right through the gate with nary a word of objection from the temporary guards. Those without presence or women in ordinary clothing resorted to the old stand-by of hopping the fence at the east end. All in all everybody who "had" to get in, got in. Everyone else could be content in the realization that the view of the racing from outside the club was exactly as good as from inside. Actually plenty of people prefer to watch it from outside, since you're not allowed to have a picnic in the middle of the men's grill. No matter if you viewed the racing from inside the club or out, rest assured there's no better place in the world to watch grand prix machines go at it.

Over the years the biggest evolutionary

The fleet at your feet.



NICK GIBBENS

change in the Big Boat Series has been in the level of competition. It's kept getting so much keener it's to the point where we imagine any of this year's well-sailed small boats would have clobbered Wilhite's *Athene* that won the first race back in 1964.

And there was widespread agreement that this year's competition was the toughest ever. In many races you can get away with making a bunch of mistakes. In this year's Big Boat Series, when you made a mistake, you payed for it. Steve Taft on *Sidewinder* remembers that missing one shift in a race cost them two places. Jim DeWitt on *Electra* says that a winch over-ride cost them one boat, while a slight mark overstanding cost two others. Ray Pingree on *Clockwork* reports that during the course of the series just 15 seconds made the difference between a second and a fifth. Heck, in the final race *Clockwork* and *It's OK* sailed to a dead heat.

Naturally with things so close, everybody was looking for an edge. For example on the day of the big earthquake in Mexico, the crew of *Bravura* was instructed to keep their eyes peeled for any changes in the Bay. If there was going to be a tidal wave, they sure as hell didn't want to be unprepared to take tactical advantage of it. Of course there's such a thing as being too intense. Perhaps distracted by their search for tidal waves and such, *Bravura* sailed into a restricted zone during the first race, took a DSQ, and thus wrecked her entire series on the first day.

The weather for this year's Big Boat Series was the most consistently pleasant in recent memory. All the races were sailed in bright sunshine and 12 to 18 knot breezes. It was only toward the end of the last race that the fog came in, and only during the last run of the last race did the traditional knock-downs commence. It did rain on the Tuesday layday, but that was only to clear the air and wash down the playing surface. By race time on Wednesday, everything was perfect again.

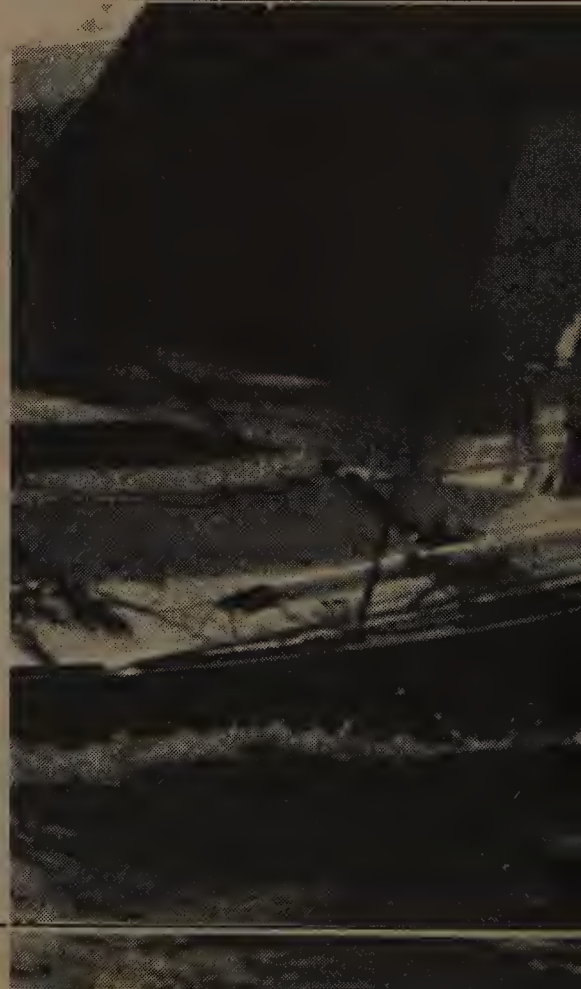
There's something of an informal world circuit in grand prix racing, a circuit that takes two years to complete. Because that circuit was based in England and the Med this summer instead of Honolulu and San Francisco, this was technically the 'off year' for the Big Boat Series. While it's true that none of the regular displacement maxi's were here, it's noteworthy that two U.S. Admiral's Cup team boats were rushed back

from England to participate. So it wasn't much of an off year.

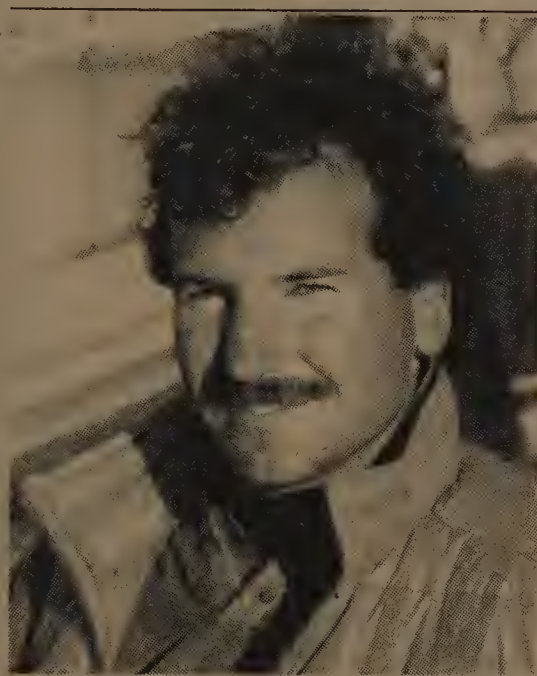
The glamour boats this time were four ultralight maxi raters, all of whom had squared off in the TransPac. Two, *Kathmandu* and *Blondie*, were Santa Cruz 70's. One was a Nelson/Marek 68, *Prima*, under charter to Thomas Blake. And finally there was *Merlin*, the original ultralight maxi, chartered by San Francisco Bay group.

Frankly this abbreviated ultralight fleet was a maxi disappointment. Everyone had been looking forward to a rematch of both the Cal Cup and the TransPac, in which large fleets of these 70-rating ultralights had duked it out. Doug Holm, who had sailed in the Cal Cup earlier this year, said it had been "the most exciting racing I've ever done". To encourage participation by making sure it didn't deteriorate into a money war, the rules stated that the boats had to sail the Big Boat Series in the same configuration they had raced the TransPac. Apparently that — and everything else — provided insufficient incentive for other maxi owners to show up. Bruce Nelson says he's tried to set up an owner's association, but with little success. Guys who own boats like these tend to be very independent.

So conspicuous by their absence were



BIG BOAT SERIES



High Rolling Paul Cayard.

Nelson/Marek 68's *Swiftsure III*, *Saga*, *Pandemonium*, *Drumbeat*; the Peterson 66, *Cheetah*, and good old 62-foot *Ragtime*. We know we speak for every racing enthusiast in Northern California when we say that we sure missed your presence. Perhaps you can make it next time.

Given a fleet of just four, the drama in

this division was greatly diminished. And after the first weather leg of the first race it was reduced to almost nothing, for it began to appear quite clear who the ultimate victor would be. *Prima*, driven by Norman Devant, had gotten a better start than the Jack Halterman-driven *Blondie*, but the Santa Cruz 70 rapidly began to close. When the oncoming freighter *Westwood Merchant* squeezed *Prima* to weather, the two maxi's were suddenly neck and neck. Avoiding the flood, both boats sailed all the way to the San Francisco shore. Finally *Prima* had to hail for sea room to prevent sailing into Coit Tower. *Blondie* told them to tack, then tacked herself. At this point, in the words of Halterman, "We stuffed 'em."

Blondie, under the tactical guidance of Tom Blackaller, stuffed *Prima* five times in a week. She lost to her sistership, *Kathmandu*, only once, and thus took the series easily. For her part, *Kathmandu* would lose to *Prima* only once. Thus it was that the Santa Cruz 70's, by virtue of nine victories in ten opportunities, convincingly demonstrated their weatherly ability over the Nelson/Marek 68.

Santa Cruz 70 designer Bill Lee attributed much of *Blondie*'s success to the fact that her crew had sailed together quite a bit. The nuc-

leus of the crew came from an old Oaxaca group that had won a previous Big Boat Series. And they were good. On some reaches, they were the only maxi able to carry a chute, for example. For his part, Bruce Nelson was pretty much ready to concede weatherly edge to the Santa Cruz design, saying the big Nelson/Marek's had been created without that in mind. He did indicate, however, he thought his sleds were a little faster off the wind, a contention we presume will be tested many times in the upcoming years.

While the Santa Cruz 70's and the Nelson/Marek 68's both rate 70 under the IOR, they're completely different animals. The Nelson/Mareks have much lower freeboard, are more rounded, and are 'small' 68-footers. Not so the Santa Cruz 70's. With much higher freeboard than any previous Lee design and being squared off at the stern, they look big and damn proud of it. They're a dramatic departure from Lee's original maxi ultralight, *Merlin*.

Poor old *Merlin*. Chartered for the series by Rick Lowry, Craig Brown and a group of sailors from San Francisco Bay, the now grand old lady of ultralight maxis was

'General Hospital' dosing out some bad medicine to 'Penndragon'.



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never in the hunt. As Halterman explains it, "Merlin was never meant to go to weather, she doesn't crib up on the wind like *Blondie* does." *Merlin* also needs plenty of air to compete downwind. If those two handicaps weren't enough, on a number of occasions she was sailed into adverse tides when it was not necessary. Despite her consistent last place finishes, the *Merlin* crew was almost deliriously happy during the series. In fact one crewmember reports that a spectator walked up and inquired what in the world they were so jolly about.

Blondie was entered in the Big Boat Series in the name of Patrick Moniz of the Waikiki YC, who died before it was completed. Actually there's noteworthy precedent for such a gesture. Bob Johnson died before his great *Windward Passage* could do the TransPac, so his sons entered her in the 1969 race in his name. They not only won the triple crown of first-to-finish, first in class and first in fleet, but set a new elapsed time record as well.

And while the *Blondie* crew was happy to



'Champagne' Jack Halterman.

be able to win for the late Mr. Moniz, they were also delighted they had been able to do it Santa Cruz style — which basically means sailing with close friends rather than certified rock stars. Under the crew limitation, *Blondie* was allowed 21 crew. Eight consisted of four husband and wife teams, and two more were father and son combinations. All but two of the crew were from Santa Cruz. They weren't sure if tactician Tom Blackaller would be able to last the week with the "country bumpkins", as they called them-



selves, but he did.

'Blondie' blasting past Blossom.

The City of San Francisco Perpetual division would have been extremely tight had it not been for modifications made to one boat — Larry Harvey's *Crazy Horse*. For this was a mighty fleet, that included *Tomahawk* and *Checkmate*, two of the west coast's finest boats in the 80's; *Margaret Rintoul*; Bill Twist's local favorite *Bladerunner*, and Clipper Cup class winner, *The Shadow*. Great as the other boats might have been, they were no match for the modified *Crazy Horse*.

Originally known as *Brooke Ann* before a divorce, the boat suffered so many failures of one sort or another she was dubbed *Breake Ann*. Eventually Harvey, who's not reluctant to bankroll his racing interests, had Nelson/Marek design a new keel. It is an elip-

tical affair, thinner at the top and bottom but thicker in the middle. In addition Jim Betts was contracted to build a new rudder — the seventh for this 49-footer!

Since being outfitted with the new keel and rudder, *Crazy Horse* has been untouchable. The new keel has given her a lower center of gravity and allows her to point higher and faster; the new rudder doesn't break and allows her to complete races. The result was 11 victories in 11 starts, beginning with Long Beach Race Week and running up to the final Big Boat Series race where she slipped to second.

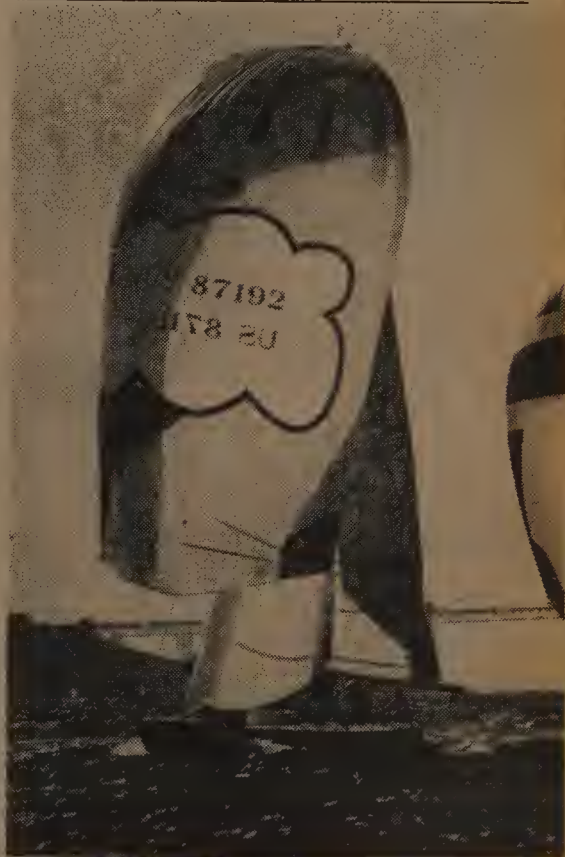
Driving responsibilities on *Crazy Horse* are split in an interesting fashion. Designer Nelson, considered a 'great communicator' by his appreciative crew, would do the start, the

BIG BOAT SERIES



as it arrived on the starting line. Interestingly enough, one of the boats she sailed against was *Tomahawk*, Edward's previous *Margaret Rintoul*. We can't imagine what it's like to spend a fortune shipping your boat halfway around the world only to be soundly beaten by your old boat. Nor could we bring ourselves to ask.

What is it about blue boats and the Atlantic Perpetual? If you had one of the six blue boats you were in the thick of things. If you had one of the four boats that wasn't



'Camouflage' leads the spinnaker parade.

first weather leg and the first downwind leg. Harvey, one of the few owners dying to get his hands on the wheel, would get the middle beat and run and the finish. He'll get a chance to do a lot more driving in the future, too. The boat is right now being shipped to Australia to compete in the Southern Cross Series; she'll later be shipped to Honolulu for next summer's Clipper Cup and then back to San Francisco for the next Big Boat Series.

With *Crazy Horse* quickly a foregone conclusion to win, the City of San Francisco division became a battle for second place, ultimately between John Aren's *Tomahawk* and Bill Twist's *Bladerunner*. The two boats entered the final race with two factors going against *Bladerunner*. First of all she was the smallest boat in the fleet, meaning she would sail in dirty air and choppy water throughout

the course. Compounding the problem was the fact that the race would feature weather legs made all the longer by a strong flood tide; conditions that clearly favored the longer *Tomahawk*.

As it was *Bladerunner* succumbed to the forces stacked against her, finishing further off the pace than in any previous race. Meanwhile, the Dennis Durgan-driven *Tomahawk* sailed a sensational race. With the money on the line, the Frers 51 finished first, finally even beating her new nemesis, *Crazy Horse*. That gave *Tomahawk* a well-deserved second for the series with *Bladerunner* third. Monte Livingston's *Checkmate* was a very respectable fourth.

Margaret Rintoul, also in this division, had the honor of coming the furthest distance for the series. Owner Stanely Edwards shipped the Frers all the way from Australia. Because of freighter problems, it was still being tuned

blue, you didn't stand a chance.

This turned out to be the closest division in the Big Boat Series — and probably the toughest. You had Ed Lorence on *Camouflage*, Steve Taft on *Sidewinder*, Ed DuBois on *Victory*, Jeff Madrigali on *Bravura* and Steve Grillen on *Shockwave*. All these boats were familiar with each other, having battled for top spots in last year's Clipper Cup. Throw in Bill Power's latest *High Roler*, the top scoring U.S. boat in the recent Admiral's Cup, and you had the makings for what became known as "the war of the blue boats". You also had a situation in which a guy like Paul Cayard could even further his already considerable reputation.

Cayard was supposed to drive *Jubilation*, another boat dashing back from England.

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But *Jubilation* had shipping problems. When the gun went off for the first race, she was stuck in Barstow waiting for the weekend to end so her wide load could legally get back on the road. Free from his obligation, Cayard was quickly snapped up by Power, an owner who has always recognized the value of top crew. All Cayard did was drive *High Roler* to two first place finishes the first two times he ever sailed the boat. To do so, he twice overtook competitors on spinnaker runs.

For the next two races the former St. Francis junior sailor who now works at Lowell North's San Diego loft, sailed on other boats. The thankless task of trying to follow Cayard's act fell to genuine corinthian sailor, Jon Andron, who originally had been scheduled to do the series in relative obscurity on *Sidewinder*. For a variety of reasons *High Roler* slipped to 4th and 6th in the next two races. Then she was hit with an additional penalty for touching *Confrontation's* sail. As one *High Roler* crewmember put it

after the fourth race, "We really tripped over the barbwire".

Her once comfortable lead having slipped away, *High Roler* went into the final race trailing *Shockwave* by two points, *Sidewinder* by half a point, and just barely ahead of *Camouflage*. It was time for Cayard to put on his superhelmsman's suit and take the wheel again. In a situation he characterized as "balls on the line" against some of the best competition around, he once again drove *High Roler* to victory, this time winning by more than two minutes. It was what won *High Roler* the division. *High Roler*, incidentally, is another boat that has found an elliptical keel and rudder to her liking.

If there was anyone with a reason to be disappointed, it was Richard Cavalli of *Shockwave*. His Steve Grillen-driven boat

had lost three points because of a protest in the first race, then had fought back to take the series lead with 3-1-1 scores. After hitting bottom at Alcatraz and the Cityfront, inverting the mast and blowing three blocks, she finished 4th in the final race, just 30 seconds out of the third that would have given her the division title.

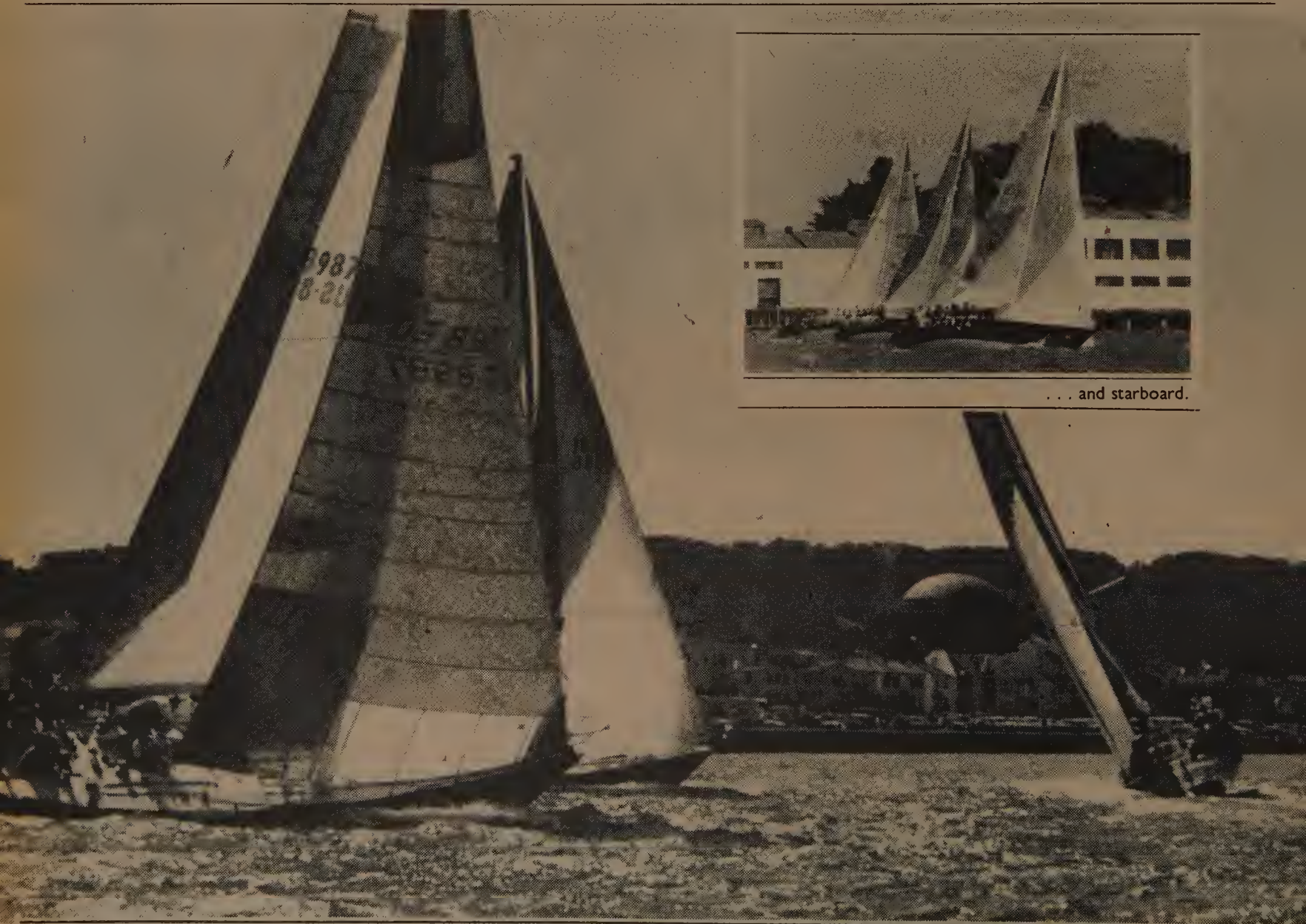
Was owner Cavalli bitter? "This is the best racing in the world," he said, "it's a fabulous city with a fabulous series. The people are so great, they've treated us so nicely. The Killer Bees [as the *Shockwave* group refers to themselves] will be at Clipper Cup next summer and then we'll be back here for sure." Talk about your good losers!

Let nobody accuse the St. Francis of playing favorites with their members. We have

'High Roler' leads the Atlantic fleet on port . . .



. . . and starboard.



already noted that St. Francis member Bill Twist's *Bladerunner* was the lowest rating boat in the City of San Francisco Perpetual — the least desirable position to be in. Well a similar fate befell Randy Short's *Sidewinder* — also a St. Francis boat — in the Atlantic Perpetual.

Just 1.5 points out of first going into the last race, *Sidewinder* took a third. This finish gave them third for the series. They'd fought valiantly in the last race, tacking 65 times, but it was not enough. How much of a factor was sailing most of the race against a flood in the smallest boat? Skipper Taft figured they were out on the course for 45 minutes more than the previous race, just to sail an extra half mile. It's not something you want to do if you're the smallest boat in the fleet. Taft was not taking anything away from either *High Roler* or *Shockwave* however. He noted that the small boats have benefited from the ebb conditions in early races and offered the opinion that *High Roler* was probably the best boat in the series.

Sidewinder was actually lucky to get third. She'd tied *Camouflage* with a 17 point total, but then won the tiebreaker as a result of having more second place finishes. *Camouflage* had been beset with headfoil problems in the last two races, but skipper Ed Lorence was loath to say that cost them third place. In fact this series was noteworthy for skippers willing to concede that victories were won as a result of skill and talent, not someone's dumb luck or personal misfortune.

The Keefe-Kilborn Perpetual started close, but then was blown wide open by Roger Livingston's Seattle-based *Lobo*. Driven by sailmaker Tom Whidden, *Lobo* won the final three races to comfortably capture division honors. Even after striking the rocks off Alcatraz she managed to win.

Nobody was more delighted than owner Livingston, who's had his share of disappointment this year. During the Admiral's Cup Trials his boat seemed to have a firm grip on the third slot when helmsman Dennis Conner inexplicably cut a corner and put the boat on the rocks for half an hour. So he lost out on that one. The former Olson 30 sailor still has the fever, however, and plans to build another boat with the 1987 Admiral's Cup in mind.

Meanwhile he's taken a liking to Bay sailing. He plans to ship the boat up to Seattle for the winter, but is seriously thinking of bringing the boat back in the spring to do



more San Francisco racing. "The sailing here," he explained, "is really terrific."

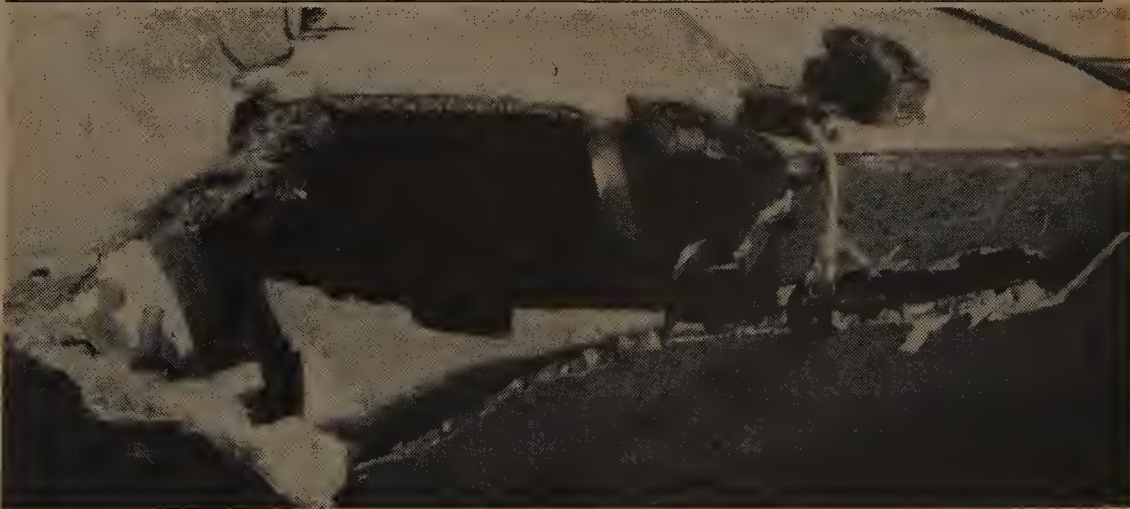
Second in the Keefe-Kilborn was *It's OK*, a boat whose crew laughing referred to it as the 'cruising version' of *Lobo*. The boats are identical Reichel/Pugh designs, except *It's OK* has something of an interior. Permanent bunks, for example, as well as a v-berth up forward. You'd have to look hard and long to find another Big Boat Series competitor with such amenities.

Owner Lewis Beery had pretty much turned *It's OK* over to the Gollison clan: Bruce,

Crazy Horse-men Larry Harvey and Bruce Nelson.

series. On the last beat of the last race, the only way for him to do it was to reach back and 'sit' on *It's OK* so *Bondi Tram* and *Clockwork* could correct out ahead of her. It would require the greatest of finesse, because in going back to dump on *It's OK*, North still had to make sure he didn't lose any positions.

When the unofficial results were handed out, it looked like North had pulled off an in-



The power of 'Glory'; 'Passion' was badly holed on port.

Mark, Jay, and father Shelly. The Gollisons did just fine with the 'cruiser', nipping Lowell North and a fine San Diego crew on *Electra* by the thinnest of margins. When we say thinnest of margins, we're not kidding.

Going into the last race, North had to put two boats between *Electra* and *It's OK* to beat the Gollison's for second place in the

credible feat. He managed to beat *Bondi Tram* by just two seconds. And at the same time had held *It's OK* back long enough for *Bondi Tram* to beat her and for *Clockwork* to match her in a dead heat! *Clockwork's* tie was as good as a win over *It's OK*, because the two boats would have to share 4th and 5th place points equally between them — and thus North's *Electra* would finish the series with 17 points, while *It's OK* would have 17.25. No wonder North would say he

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was enjoying this Big Boat Series more than any other.

But then one of the *It's OK* group reminded the race committee that while you round off IOR ratings, you don't round off the corrected times. When worked out to the hundredths of a second, it was discovered *It's OK* hadn't tied *Clockwork*, but had beat her by what amounted to .02 of a second! By virtue of that, *It's OK* received 4 points for the the last race, not 4.5. Thus instead of finishing a quarter point behind *Electra* in the series, she finished a quarter point ahead.

We realize not all of your will be able to follow this. Actually it's not necessary you do, as long as you appreciate the fact that a hundredth of a second in the Big Boat Series can literally be the difference between winning and losing. Great, isn't it?

The triumphs of *Lobo* and *It's OK* no doubt delighted the Reichel/Pugh design team that had created them, because the two boats represent half their output to date. Reichel/Pugh's other two boats are *Blade-runner* and *Sidewinder*, third place winners in the City of San Francisco and Atlantic perptuals respectively. That's a pretty enviable record.

While Northern California boats didn't take any of the top spots in the Keefe-Kilborn, they did take the next five. Peter Stocker's *Bondi Tram* was a very close 4th, Lee Otterson's *Clockwork* won the first race and finished 5th, Chuck Winton's *Chimo* was 6th, the California Maritime Academy's *Scarlett O'Hara* with Gorden Clute driving was 7th, and the Reisch/Klein *Leading Lady*

There's nowhere else in the world you can watch grand prix racing this close up.

was 8th.

Before the Big Boat Series started, it was widely expected that the Richard Rheem Perpetual one ton group would feature the closest competition. This turned out not to be the case at all, as four boats completely dominated the class. What the Rheem division did have was the wildest assortment of boats, often designed by people the average sailor has never heard of. For example how many of you associate anything with names like Castro, Joubert/Nivelt, Jeppesen, Braind, Andrews, Berret/Faureaux, Berret/Ferous or Lidgard? Probably no more than one in 500.

The reason the competition was so disappointing is that for the most part these boats are extremely difficult to sail. On the cutting edge of design innovation, the fractional rigs in particular have a tremendous speed potential; but they are also nearly impossible to sail to their potential on a consistent basis. And sailed the least bit wrong, they not only go slow, they go sideways.

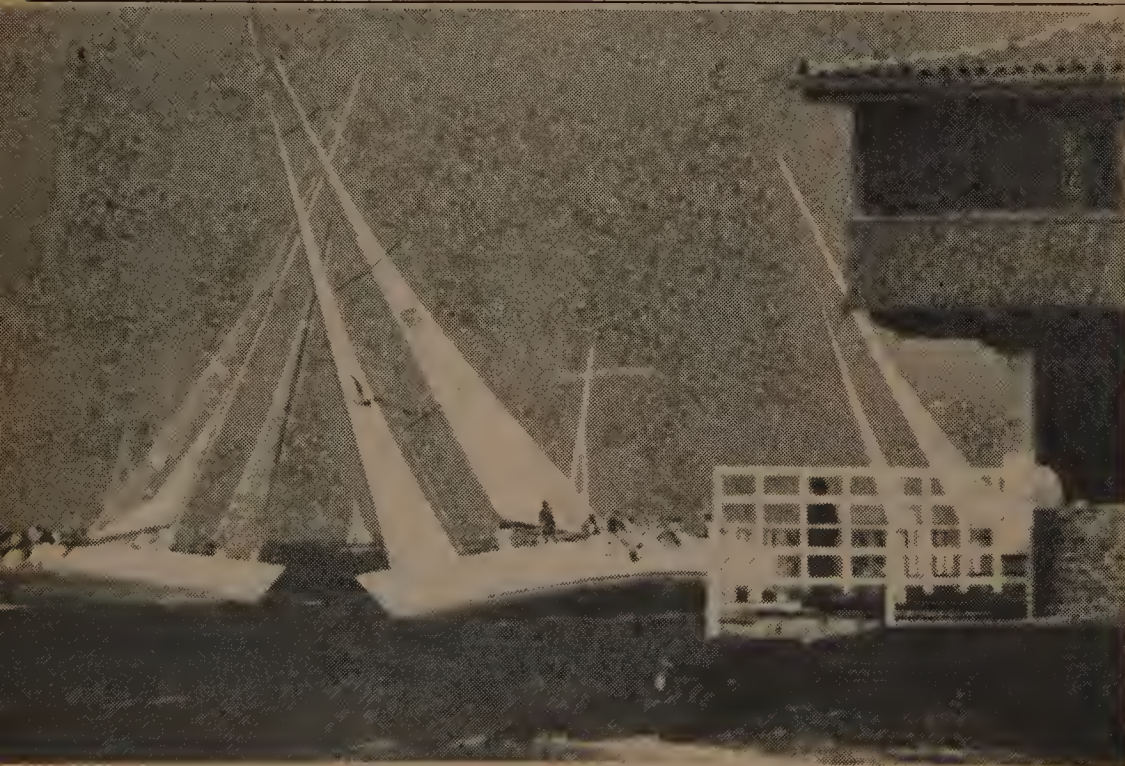
"Dicey . . . cranky as shit", is the way Dave Hulse, who drove *Coyote* to the one ton national championship, describes them. He remembers times when the half the jib was backed — normally a terrible thing — and the boat would be screaming to weather at an incredible pace. But other times the boat was terribly slow, either from identifiable causes such as losing the flow of water over to the keel, to mysterious ones that nobody's been able to figure out.



Even Olympic silver medalist John Bertrand, who drove *Coyote* in the Big Boat Series, was baffled at times. He asked *Dark Horses'* Steve Jeppesen if sometimes and for no apparent reason his boat started going very slow. Bertrand was relieved to discover Jeppesen — and everyone else — was experiencing the same problem.

As it turned out, there were only four boats that had been figured out to any extent. One was series winner *Pendragon*, designed by Davidson and driven by Kimo Worthington. Kimo acknowledged that his boat was difficult to figure out, but when they did it really moved. For them, the big turning point in the series came when they went to one size larger running backstay winches. As hard as it might be to believe, that increased *Pendragon's* speed to weather from 7.0 knots to 7.2 knots — a tremendous leap.

Equally important to having somewhat figured their boat out, the group on *Pendra-*





gon gives credit to local knowledges Craig Healy and Russ Williams, who he said "were so accurate it was scary."

A boat that showed fine speed at times was the Alan Andrews designed *Impact*. She won the first and last races, and might have won the middle one too had she not smashed her keel and split her rudder on a rock just off Alcatraz. Put back together again, she took a very credible second for the series.

Tough luck story of the series was *General Hospital*, a Farr 40 over here from the Islands. Going into the last race she was just one point behind *Pendragon*, and she had the entire fleet rattled. During the second beat in the fourth race she was going to windward so fast that half her competition was awestruck. It was a "Did you see G.H. today!?" situation; she was the talk of the fleet. Unfortunately *General Hospital* got off to a terrible start in the final race, remained buried for the duration, and finished sixth, her worst of the series. Anything better — even a fifth — would have given her a se-

'Lobo' and 'It's OK', two Reichel/Pugh designs, reaching for Keefe-Kilborn honors.

cond for the week.

Irv Loube's John Bertrand-driven *Coyote* was fourth in the series, one point behind *General Hospital*. The other 11 boats in the fleet were way off the pace.

If you finish last as often as we do in races, it's always comforting to know that even the best of skippers are human. Therefore some of you out there may be interested to know that Dee Smith, one of the very best drivers in the country, finished DFL — dead f--king last — in the second race with *Liquid Sky*. It was a case of being over early, then taking a flyer to try and catch up. When the flyer turned out to be a dismal failure, an even more desperate flyer was tried. That didn't work either, and suddenly it was last-place city. Well, that's racing.

Right up until the very end of the series

it looked like this was going to be a week free of serious collisions. But then during the last divisions last beat of the last race, Rod Park's port tacking *Glory* collided with a starboard tacking *Passion*. The latter boat, typical of today's extremely lightly built hulls, suffered a huge gash in her port quarter. *Passion* immediately had to drop sail to prevent sinking, and be escorted to a boatyard. Fortunately she didn't go down, although a large repair job lies ahead.

Injuries to crew were relatively light. During a practise race one of *Merlin's* crew was reported to have broken an ankle. Another person fell overboard and was recovered. There were persistent rumors of a finger being lost, but we were never able to track it down. If these were the extent of the injuries, it wasn't a bad week at all.

Twenty one years of Big Boat Series action. Damn, that's great! We're going to leave our wristband pass on all year long just to make sure we get back for the 22nd.

— latitude 38

1985 ST. FRANCIS BIG BOAT SERIES

1985 ST. FRANCIS BIG BOAT SERIES RESULTS

ST. FRANCIS PERPETUAL SERIES

YACHT	DESIGN	OWNER/SKIPPER	YACHT CLUB	RESULTS
1. <i>Blondie</i>	Lee 70	Patrick Moniz	Waikiki	1-1-1-2-1 = 5
2. <i>Kathmandu</i>	Lee 70	John Landon	San Diego	2-3-2-1-2 = 9½
3. <i>Prima</i>	Nelson/Marek 70	Tom Blake	St. Francis	3-2-3-3-3 = 14
4. <i>Merlin</i>	Lee 67	D. Champion	Sausalito	4-4-4-4-4 = 20

CITY OF SAN FRANCISCO PERPETUAL TROPHY SERIES

1. <i>Crazy Horse</i>	Nelson/Marek	Larry Harvey	San Diego	1-1-1-1-2 = 5
2. <i>Tomahawk</i>	Frers	John Arens	Balboa	3-4-3-2-1 = 12¾
3. <i>Blade Runner</i>	Reichel/Pugh	Bill Twist	St. Francis	2-2-4-4-4 = 16
4. <i>Checkmate</i>	Peterson	Monte Livingston	Del Rey	4-3-6-3-3 = 19
5. <i>Margaret Rintoul IV</i>	Frers	Stanley Edwards	Royal Sydney Y.Squad.	5-5-2-6-5 = 23
6. <i>The Shadow</i>	Soverel	Richard Rogers	Los Angeles	6-6-7-7-6 = 32
7. <i>Jubilant</i>	Frers	Jack James	Santa Barbara	DSN-DNS-5-5-7 = 39
8. <i>Wolfpack</i>	Peterson	Leland Wolf	Coyote Pt.	7-8-9-8-8 = 40
9. <i>Sangvind</i>	Farr	Jerald Jensen	Metropolitan	9-7-8-9-DSQ = 44
10. <i>Swiftsure</i>	Frers	S. Kleinman	St. Francis	8-9-10-10-9 = 46

ATLANTIC PERPETUAL TROPHY SERIES

1. <i>High Roler</i>	Nelson/Marek	Bill Power	Newport Harbor	1-1-4-6-1 = 15¼
2. <i>Shockwave</i>	Frers	Richard Cavalli	South Bay	5-3-1-1-4 = 16½
3. <i>Sidewinder</i>	Reichel/Pugh	Randy Short	St. Francis	4-2-6-2-3 = 17
4. <i>Camouflage</i>	Frers	A. Schultz, V. Schultz	California	3-5-3-4-2 = 17
5. <i>Victory</i>	Dubois	Bob Butkus	CBYC	2-4-5-5-5 = 21
6. <i>Bravura</i>	Frers	J. Jones, S. Jones, S. Surtees	San Francisco	DSQ-6-2-3-6 = 6
7. <i>Scalawag</i>	Holland	John Kilroy, Jr.	California	6-7-8-7-8 = 36
8. <i>Confrontation</i>	Davidson	Dave Fladlien	San Francisco	8-8-7-8-7 = 38
9. <i>Cadenza</i>	Peterson	Carl Eichenlaub	San Diego	7-9-9-9-10 = 44
10. <i>Motivation</i>	Nelson/Marek	Bob Steffensen	Coronado	DNF-10-10-10-9 = 50

KEEFE-KILBORN PERPETUAL

1. <i>Lobo</i>	Reichel/Pugh	Roger Livingston	Seattle	2-5-1-1-1 = 9¼
2. <i>Its OK</i>	Reichel/Pugh	Lewis Beery	Balboa	3-1-4-5-4 = 16¾
3. <i>Electra</i>	Nelson/Marek	A. Simon	San Diego	6-4-3-2-2 = 17
4. <i>Bondi Tram</i>	Frers	Peter Stocker	St. Francis	4-2-7-3-3 = 19
5. <i>Clockwork</i>	Nelson/Marek	Lee Otterson	San Francisco	1-7-5-4-5 = 21¾
6. <i>Chimo</i>	Nelson/Marek	Chuck Winton	San Francisco	10-3-6-7-6 = 32
7. <i>Scarlett O'Hara</i>	Peterson	Calif. Maritime Academy	C.M.A.	DSQ-6-2-6-9 = 39
8. <i>Leading Lady</i>	Peterson	R. Klein, S. Reisch	Richmond	5-9-10-8-11 = 43
9. <i>Insatiable</i>	Nelson/Marek	Tom Armstrong	California	8-13-12-12-10 = 45
10. <i>Quintessence</i>	Peterson	Don Hughes	Santa Barbara	9-8-DSQ-10-8 = 51
11. <i>Free Enterprise</i>	Nelson/Marek	R. Ettlinger, D. Thompson	Voyagers	11-10-11-9-14 = 55
12. <i>Hipshot Percussion</i>	Peterson	Wayne Womack	Sausalito	7-14-9-11-15 = 56
13. <i>Challenger</i>	Peterson	Bill Rudolph	Seattle	12-11-DNF-12-7 = 59
14. <i>Monique</i>	Farr	Chris Gasparich	St. Francis	13-15-8-15-12 = 14
15. <i>Medicine Man</i>	Peterson	Bob Lane	Long Beach	DSQ-12-13-14-13 = 68

RICHARD RHEEM PERPETUAL TROPHY SERIES

1. <i>Pendragon</i>	Davidson	John MacLaurin	California	2-3-1-3-2 = 10¾
2. <i>Impact</i>	Andrews	Ron Melville	Balboa	1-5-7-2-1 = 15½
3. <i>General Hospital</i>	Farr	Tom Walinsky	Waikiki	3-4-2-1-6 = 15¾
4. <i>Coyote</i>	Berret/Faureaux	Irving Loube	St. Francis	5-1-3-4-4 = 16¾
5. <i>Dark Horse</i>	Jeppesen	D. Horn, D. Surtees	St. Francis	6-7-5-11-3 = 31
6. <i>Liquid Sky</i>	Johnstone	Bob Brockhoff	SCYC	7-13-4-5-7 = 36
7. <i>Patriot</i>	Joubert/Nivelt	Maurice Bretzfield	California	4-2-10-DSQ-5 = 37
8. <i>Arbitrage</i>	Jeppesen	Bruce Stone	Diablo Sailing Club	8-10-9-7-8 = 45
9. <i>Damn Near</i>	Kaufman	Bert Damner	San Francisco	11-8-12-9-10 = 50
10. <i>Glory</i>	Berret/Ferous	Rod Park	Richmond	10-6-6-6-DNF = 54
11. <i>Sundance</i>	Farr	Bernie Harrison	California	DNF-9-11-12-9 = 57
12. <i>Passion</i>	Braind	Jim Warmington	Newport Harbor	9-PMS-8-8-DNF = 60
13. <i>Kentucky Woman</i>	Peterson	Jerry Wood	Corinthian	14-11-13-11-11 = 60
14. <i>Tsunami</i>	Castro	J. Cains	Berkeley	12-12-15-13-12 = 64
15. <i>Defiance</i>	Lidgard	J. Shirley, B. Gadow	Richmond	13-DNF-14-14-13 = 70

NEW

X-99



L.O.A.: 32.81 ft
L.W.L.: 27.89 ft
Beam: 9.84 ft
Draft: 5.74 ft
Ballast: 2870 lbs

Displ.: 6280 lbs
Ballast/Displ ratio: 45%
Engine: 10 hp Diesel
Designer: Niels Jeppesen

The X-99 is a fast sailing 33-ft yacht providing tremendous all-around sailing performance and comfortable interior living space. With full sections aft, the X-99 is designed to be swift upwind and easy to steer under spinnaker. The fractional rig and light displacement make the X-99 a delight to sail. It will be raced PHRF, as the design makes no compromises for the IOR rule.

Built to close tolerances by Danish engineers, the hull and deck are constructed of fiberglass hand-laid around a compressed Divinycell foam core. This technique lowers the center of gravity and enables the boat to achieve great stability tracking upwind.

The keel and rudder are the latest elliptical designs for maximum lift with the least amount of drag. Deck hardware, fittings and systems are designed to work efficiently for both racing and cruising, with all sail controls and halyards lead aft to the cockpit.

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CRUISE

Fear of the unknown. Everybody who takes off cruising for the first time usually acquires a good dose of it about a month before it's time to cast off. Even people heading out for the second and third time generally come down with a mild case. If you're cruising south for the winter and are developing some fears of the unknown, we'd

of a *cantina* on a Saturday nite lighting big cigars with \$100 bills while making lewd remarks about the daughters of Mexico as they walk home from mass.

Hopefully we've now chased that little

The two biggest fears are
always the same: Am I ready?
Is my boat ready?

like to try to allay them a bit. In most cases — but not all — they are unfounded.

The two biggest fears are always the same: Am I ready? Is my boat ready? Unfortunately there's no way to know for sure in advance. And looks can deceive. Often times the 'fully loaded' boat with all the latest in cruising gear is far less prepared to face adversity than a simple but wisely skippered boat. As the English have always said, "It's not the boats that count but the men in them".

Fortunately Northern Californians have a pretty good litmus test handy. It's called the Gulf of Farallones. If you sailed to The Rocks and back a couple of times in typical summer weather and experienced no trouble with yourself or your boat, you should be in pretty good shape. Naturally a very nasty storm or poor navigation could upset all that, but it's a pretty good indicator.

Another big fear concerns personal safety. Will I be killed or injured by some Mexican when south of the border? We certainly doubt it, since most yachties find Mexicans to be among the most friendly and helpful people in the world. We've never felt any fear for ourselves or our young kids in Mexico at any time in the last four years. We'd go again this year without any qualms.

It is true, however, that the economy in Mexico has been going down the tubes in the 80's, and with it there has been an increase in the number of attacks on American tourists. The absolute numbers are still very small, however, and most have taken place on the roads that run through the center of mainland Mexico. We think there's only a very slight chance you'd have any problem, certainly less so than in a big American city. Nonetheless, it's always good to be a little bit on guard and to avoid obviously dangerous situations. For example don't stand in front

monster fear into a smaller and darker corner of your mind so we can get on with the matter of distributing unsolicited advice. We don't consider ourselves experts on Mexico, but we've sailed our boat down there for the last four winters and thus have a vague idea of what happened to us. So maybe our tips can round a few corners for you.

When to Go

The best time to leave Northern California is about the first of October. This means you

will have been able to make *Latitude 38's* Cruising Kick-Off Party at the Sausalito Cruising Club on September 26. It also means you have a fine chance of hitting warm, clear fall weather between San Francisco and Point Conception. The later you leave the greater the chance you'll have to either motor or smash into a southerly storm. Believe us, you don't want to start a trip to paradise by beating into the cold fury of winter! So long as you get south of Conception before the southerly storms come, you should be okay. The majority of storm tracks go north of Conception, and those that hit the Southland can easily be dodged by alert harbor hopping.

However, you certainly don't want to get south of the border too early, either. There's still a strong threat of hurricanes in Mexican waters right up until the end of October. There's never been a November hurricane, but there have been a few tropical disturbances during the first few weeks. So plan on spending October and perhaps early November exploring the Southland. All the kids are all back in school, so you can pretty

much have it all to yourself.

We've covered when and where to sail in Mexico in the next issue. Gotta save something to keep you on the line.

Incidentally, all other things equal, always try to do your night sailing with the fullest moon possible. There is a certain charm to charging along in the black of night, but bright moons make for a more positive perspective on life. The moon will be full on Monday, October 28 and Wednesday, November 27.

A couple of other random thoughts. Be flexible in your plans so that when you've got some great sailing wind you can take advantage of it. Many people have had the most thrilling sails of their lives going down the coast of California, and you might be another. You're certainly not going to get much heavy air in Mexico, so thrill to the excitement while it lasts. Also work on your light air sailing skills, which are a weak point for many cruisers. Getting the most out of

Fall is here, winter is coming. What better time to start following the sun as it heads to the Southern Hemisphere.

your boat — this requires a clean bottom and decent sail trim — can eliminate a huge amount of annoying and expensive motoring.

Where To Stop in California

Some people like to take it real slow in the beginning, making little day hops. They might stop in Half Moon Bay, Santa Cruz, Monterey, San Simeon, Morro Bay, and

Bright moons
make for a positive
outlook on life.

Port San Luis — all before rounding Point Arguello. That's a fine plan if you leave early, the weather is warm and you've got lots of money. But beware, many a cruising kitty has been depleted by overdoing it in California. You can live for two weeks in Mexico on

what a berth and a night on the town can cost in Southern California.

(If you are late departing, remember that Santa Cruz can shoal in for the winter, that the entrance to Morro Bay can be extremely hazardous during heavy weather, and that San Simeon and Port San Luis offer no protection from southerly storms. Pay attention to the VHF weather and you should have no problem.)

If you've been to all the above-mentioned places before, you might prefer the big hop approach: San Francisco to at least Santa Barbara, Ventura or Oxnard. Of these three, Ventura has always been our favorite. If you haven't been there in a year or two you won't believe how its changed. Oxnard, however, is best for provisioning. There's a great shopping center kitty-corner from the guest slips that can satisfy all your needs. You can also find good chandleries and boat work within walking distance.

Oxnard is also gateway to the Channel Islands, a perfect place to get used to being away from modern civilization and to work on your anchoring. It can be rolly at the islands and the water is deep. If you can handle anchoring here, you shouldn't have any difficulty later in Mexico. Do, however, monitor the weather. Southerly storms can clobber you out at the islands, as can the Santa Anas. A nasty Santa Ana hit Santa Cruz Island one Thanksgiving in the late 70's and destroyed 24 boats.

As you head further down the coast, Marina del Rey has guest slips at a reasonable price while Long Beach has them at unreasonable prices — like \$20 a night for a 40-footer. Newport has moorings for \$5, while Dana Point's guest slips are frequently full. Oceanside's transient slips have all been recently rebuilt and the facilities remodeled.

San Diego has the Police Dock which is \$5 a night for the first week and then \$10 a night for the following week. It's usually packed at this time of year, however. They've also added some Med-ties at Laurel St. (See Sightings) for the same rates as the Police Dock. Need a month in a slip before making that final jump off? You can get a berth at the Continental Marina near downtown, but the rates will have your eyes popping right out of your head. For half the price you can use the terrific new facilities at the Chula Vista Marina in Chula Vista — although at seven miles down the bay a few folks think it's too isolated.

Are you going the thrift route and looking to anchor out as much as possible on the

CRUISE

California coast? If so, here's your itinerary: San Francisco to Monterey, Monterey to Port San Luis, Port San Luis to Cojo, and from Cojo to the Santa Barbara Roadstead or one of the Channel Islands. Then from the Channel Islands you can go to Paradise Cove or Malibu on the mainland, or to one of the many anchorages at Catalina. From

What About Clothes?

There's a great deal of controversy over the impact clothing is supposed to have on the way you feel and look — as well as vice versa. For example Grace Slick always told

the beginning, but it's a rewarding investment.

You wear the stuff in layers. The top layer should be an excellent suit of foul weather gear. If you have a crummy suit now, replace it and keep the junk onboard for when guests come to visit. The minimum excellent suit keeps almost all water out. An even better excellent suit keeps almost all the water out and has soft lining that feels nice around your neck and wrists even when sopping wet. You also need a good pair of sea boots and a couple of good pairs of wool socks. You won't need these often on a trip to Mexico, but when you do you'll be ecstatic that you have them.

When far enough south or sailing in fair weather, you can go to the next layer down, which should be a nylon covered pile jacket — and if you leave late in the year, a similar pair of pants. Beneath that you might be wearing a bunting top and trousers. Even in warm Mexico these latter garments will get put to tremendous use either in the cool of evening or during a strong breeze.

Your bottom layer for cold conditions is

The solution is not to bring tons of the wrong clothes, but just enough right clothes.

there you can go to the anchorages behind the oil islands near Long Beach's *Queen Mary*, or the small anchorage in Newport Harbor. From there it's a short hop to the two anchorages inside the breakwater at Dana Point. There's nothing more until Mariner's Cove at San Diego's Mission Bay, where you're sometimes limited to 72 hours. In San Diego Bay you can still anchor off Shelter Island — although you can't land your dinghy there! — or a number of other places outside the designated channel. Incidentally, Pacific Marine Supply is having there Cruising Kick-Off Party on October 26 — it's a big one and you should try and make it. Many other cruisers will.

Did we leave anywhere out? Sure we did! You can also drop the hook inside the breakwater at King Harbor in Redondo Beach.

Which of the Southland harbors and anchorages you should hit depends on personal preference. Personally, we'd recommend Oxnard to the Channel Islands to Catalina to Newport to Mariners Cove to somewhere in San Diego Bay. This combination of urban and isolated stops helps wean the first-time cruiser from civilization, a process that even some of the most ardent "let's get the hell out of city" types find troubling.

Some additional random thoughts: You can save a lot of footsteps by bringing your boat registration with you when you check into public marinas, as almost all of them require it. Many private marinas will also require proof of insurance — especially if you're going to stay a month. So keep that in mind. Also be advised that most Southern California harbor patrols insist that you have registration stickers and CF numbers on your dinghy.

us; "You're only pretty as you feel", while Senor Llamas instructed his son, "Fernando, don't be a snook, it's not how you feel, it's how you look!" From all appearances the controversy rages unchecked.

All we know is that when you're freezing cold you look like hell and feel like shit. Fortunately there are ways to avoid this misery. The solution is not to bring tons of the wrong clothes, as many cruisers do, but just the right amount of the proper clothes. The stuff you want is hi-tech, it costs a little more in



polypro underwear. Get the expedition weight stuff if your personal thermostat normally runs on the cold side. Several times we've explained the advantages of these various hi-tech materials and garments; if you want to hear them again your chandlery clerk will be happy to go into it. Take our word for it, though, unless you don't like the feel of it against your skin, it is what you want.

We also suggest that you have at least one pair of polypro gloves and a pile balaclava aboard for whoever has the night watch on the cold nights down the coast. Naturally these — along with the pile trousers, shirt and polypro underwear — will spend most of the warm winter tucked away deep in some cranny. You will, however, continue to find great use for foul weather top, the bunting garments, and nylon covered bunting jacket.

If you get down or disappointed in the early stages of your trip, plug on; for most cruisers things get better as you go.

When finally in Mexico, you'll want a couple of pairs of shorts. Patagonia's 'stand-up' models (or equivalent) are superb and last for ages. You also want two pairs of long nylon blend pants made by companies like Woolrich; these look a little dressy, dry in an instant, take up no room at all, and keep the breeze off you legs on otherwise warm nights. A best buy.

During the course of a season you'll need four swimming suits. Two should be the formal 'Baja tux' — you know the itty-bitty Speedo type of suit. Two others should be boxer type that can double as walking shorts. We hate to keep honking the same horn, but Patagonia makes a nylon/poly/cotton blend that's outstanding. There may well be other brands making the same or a very similar product.

Two pairs of boat shoes, a pair of sandals, and some 'reef' walkers should keep your feet happy. You must have a huge sun hat. A sombrero lends a nice effect, but they tend to fly off in the lightest breeze. Bring three pairs of high-quality sunglasses.

What Clothes Not to Bring

Skip the three piece suits, expensive lingerie, Levi's, down jackets, sweatshirts and cowboy boots. If it retains moisture, you don't want it. The same for things that don't dry quickly and aren't functional. You don't need t-shirts because they're cheaper in Mexico and you'll buy plenty to commemorate all the places you've been.

Are prophylactics clothes? If so, bring your own from the States rather than relying on those sold in Mexico. The *hecho in Mexico*

If it retains
moisture, you
don't want it.

kind rip easily — no wonder there's so many kids down there!

Equipping Your Boat

The following items are listed in order of importance — as we view it:

1. A *properly boxed compass*. If your compass is wacko you're going to have all kinds of problems no matter how many millions of dollars of other navigation equipment you carry.

2. A *knotmeter with a log*. With a boxed compass, a knotmeter/log, and a little brains, you can navigate safely just about anywhere in Mexico.

3. A *clean bottom*. A fouled bottom is both an irritant and a safety hazard. Lucky for you, this is the time of year boatyards are advertising offseason discounts on the very products and services you need.

4. A *dinghy with an engine*. Rowing is for the Ivy League schools, you want the biggest dinghy with the biggest motor you can carry/afford. It's not that you want to roar around playing powerboat, the big ones just come in so handy for exploring, carrying lots of people and gear — all kinds of uses you can't imagine right now. Today's good outboards are really fine pieces of equipment.

5. A *VHF radio*. These are important for safety, convenience and keeping up with Cabo and La Paz boat society. Don't leave home without one.

6. An *autopilot*. On most boats this gets the nod over the windvane because; 1. There is more light than heavy air in Mexico, and 2. It's more fun to steer when you're sailing than when you're motoring.



CRUISE PRIMER

However, if you plan on ever coming back to the States or heading on to Panama or the South Pacific (in other words do anything but spend the rest of your life in Mexico) you'll want a vane also.

7. A 'Baja filter' and many, many spare fuel filters. The 'Baja filter' is a series of strainers that you use when you're filling up your tank; it's designed to keep out the dead birds, rocks, pebbles and inner tubes that are often found in Mexican fuel. The fuel filter(s) on your engine hopefully will prevent smaller sediment and water from bringing your engine to a standstill.

8. *The right charts.* We think you can get away with a few large scale charts and *ChartGuide to Mexico* and *ChartGuide to Southern California*. These later are copies of the significant parts of large charts, have some large scale drawings of individual anchorages, and list tons of other good information. Each costs about \$30, but in our estimation they are worth a lot more. In addition there are several other guides to Mexico; thumb through them while in the chandlery or bookstore and see which appeal to you.

9. A *chiropractor*. We know these are expensive to have aboard full time and tend to make wives a little reluctant to cut loose during sex, but you're going to need one to take care of your thrown out back and sore muscles. The only alternative to bringing the chiro is installing a good windlass on your boat. The difference between a good windlass and a bad windlass — we're talking on boats over 35-ft now — is that a good windlass is electric.

10. A *dodger or sun awning* — preferably both. San Francisco sailors have a hard time believing it's possible to get too warm and too much sun while sailing. They rapidly change their minds after a few hours in the tropical sun, but by that time it's too late to get a dodger designed and fitted.

11. *Spare parts for your engine*, bilge pumps, outboard and head. The head is a crucial one, because you're going to be using that thing several times a day every single day you're down there. Becoming intimate with a marine head is one of the joys of cruising few people appreciate ahead of time.

12. *Flourescent lights*. Switch those power sucking incandescent bulbs to flourescent lights. Normally we hate flourescent illumination, but on a boat we've gotten used to it — probably because you can read for a couple of hours at night without having to recharge the batteries first thing in the morning.

13. A *depthsounder*. We only say this to

LATITUDE 38/RICHARD



Looking for a different kind of place to stop on the California coast? Try friendly Port San Luis.

go along with the crowd, cause we can't remember ever using ours south of the border. You, however, might be able to find a use for one.

14. *Light air sails.* You've gotta have a 150 light air genoa or you'll go nuts from motoring all the time. We personally would never sail to Mexico without a spinnaker. The run down the coast is always good for a couple of days of high speed thrills, and once in Mexico itself you'll need it for light air days and the pleasures of spinnaker flying. If you just don't get along with spinnakers, a 'genniker' or similar sail will do.

15. A *functional boat ladder* — or some other means of getting back up on the boat. And try it out 50 times before you leave, because these are going to take the place of the front steps of your new residence. Instead of a ladder we installed a single step just above the waterline of our boat; you put your foot on that, grab the Aries bracket with one hand and then yank yourself aboard. A great system unless you have short legs.

16. *SatNav.* These are wonderful fun if you're willing to part with the bucks, but there really isn't that much need for them in Mexico. The weather is usually very clear and most — but not all — navigating can be line of sight. If you get lost all you have to do

is sail east, sooner or later you'll have to run into Mexico. East, incidentally, in the direction from which the sun rises.

17. *Radar.* Some folks swear by these, and like the SatNav they're great if the money is no sweat. We'd have liked to have had one when we hit fog the first 200 miles south of San Diego, but we really can't think of any other uses. Some sailors use them for navigation and making landfalls, but we think it's overkill.

18. A *second set of running lights.* We have one set on our pulpits and a tricolor unit at the top of the mast. We're glad we do, too, because one of the two always seems to be on the fritz.

That's all the important stuff we can think of. The one thing you don't want to bring down is a pressure water system. Water requires a lot of effort to find and haul, so you're not going to want to waste it. We unhooked our pressure water system years ago and have never bothered to set it back up. Here in the Bay or cruising the world, pressure water is the most common unnecessary item found on boats today.

That does it folks, You know what you need and you know where you want to go. All you have to fear now, like Roosevelt said, is fear itself.

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MEXICO ONLY

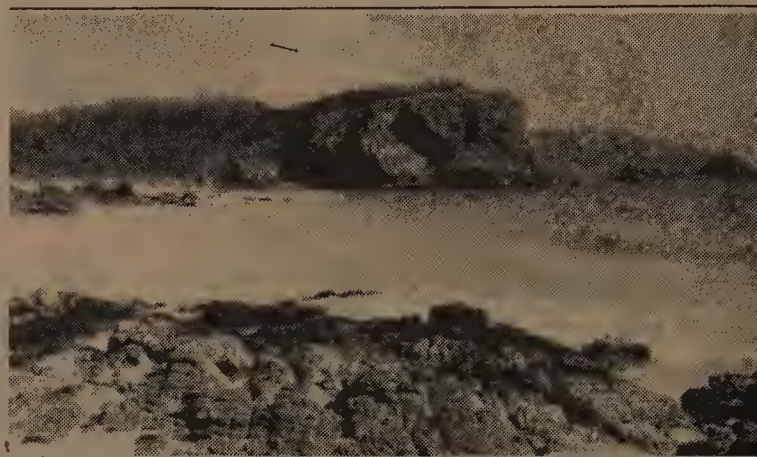
Here it is once more — the 1985 Mexico Only Crew List. These are the people who responded by our September 18th deadline. If you want to get in on the action but procrastinated too long, you still have time. We will run this list again next month and supplement it with any more entries we receive by October 18 — so get on the stick.

Latecomers should still have plenty of time to arrange crewing positions. The serious southbound traffic doesn't really start until November when the hurricane season winds down. The really heavy months for Mexico-bound boats are December and January, with most boats exiting the area for home or other points by May.

We hate to belabor the risk and responsibility thing, but must once more remind anyone considering using any of these lists that you do so at your own risk. We print them in good faith, and want to believe that everyone listed here is responsible and well-adjusted, the boats are well-founded and the weather will be warm and wonderful. In real life, though, boats sink, storms batter them and not all people play with a full deck of cards. To put it bluntly: crime, painful injuries and death can occur on boats — and by dealing with the public. If you can't put those risks into perspective, please do not use these lists. For the record, this advertising supplement is for informational purposes only. *Latitude 38* does not make or imply any warranty, guarantee or recommendation in regard to the character of any of the individuals listed here or the condition of their boats. You must judge for yourself.

That said, we sincerely hope and wish everyone here finds the ideal boat or crew and has the time of their lives down Mexico way. *Buena Suerte.*

— **latitude 38**



While the rest of us are getting cold and rained on, this is the type of

MEN WANTING TO CREW IN MEXICO

John Marchael, 37, (805) 985-0152, Vintage Marina, Oxnard, Channel Island Harbor wants 1,6,7 / has 3,4,6(charter crew, 4,000 miles delivery experience, some racing) / offers 1,2,3,5b

George Henius, 32, (714) 821-3245 after 6 p.m., P.O. 682, La Jolla, CA 92037 wants 1 / has 6(local coastal) / offers 1,3,4

George S. Fenstermacher, 34, 665-7090, 1950 33rd Ave., San Francisco 94116 wants 1,2,3,4,5,6,7,8(So. Pac, Latin Am., etc.) / has 2,6(Atlantic coastal) / offers 2,3,4,5b

Maury Brooks, 25, (415) 885-2738, 1451 Vallejo St., San Francisco 94109 wants 1,2,3,4,5,6,7 / has 2,3,5(Mexico) / offers 1,3,5b

Ralf, 21, (707) 875-2652, c/o Clark, 4915 Coneh Ave., Star Route, Bodega Bay, CA 94923 wants 1 / has 2 / offers 1,3,4

Max K.J. Moses, 32, (213) 822-2506, P.O. Box 9833, Marina del Rey, CA 90295 wants 1,2,3,4,5,6,7,8(passages south, west, east) / has 3,4,5,6(Merchant Marine, delivery skipper, navigator four years) / offers 1,2,3,4,5b

Mike Gaylor, 38, (707) 874-3680 eves., P.O. Box 717, Occidental, CA 95465 wants 1,2,3,7,8(west into So. Pacific or Hawaii) / has 3,4,5,6(Caraaien; Stonewitch raising) / offers 1,2

Alan Swan, 25, 1-(702) 423-4813, 50 N. Bailey St., Fallon, NV 89406 wants 2,3 / has 2,3 / offers 3,4,5b

Andrew May, 24, (213) 430-3088, 12292 Topaz St., Garden Grove, CA 92645. wants 1,2,8(all the above) / has 3,5,6(100-ton ocean operator license) / offers 1,2,3

Pascal Sisich, 26, (415) 326-6336; (415) 322-4811 wants 1,2,5,6,8(on to Hawaii and beyond) / has 2 / offers 3,4,5b

Ken Ritchie, 46, (408) 356-8764, 300 Bel Blossom Way, Los Gatos, CA 95030 wants 1,2,3,4,6,7 / has 2 / offers 2,3,4

Sherwin Harris, 47, (415) 967-2187, 253 Arriba Dr. #9, Sunnyvale, CA 94086 wants 1,2,3,4,5,6,7 / has 2,3,4 (30 years worth) / offers 1,2,3 (first aid)

Jerry A. Nelson, 48, (408) 241-8194, 2654 Kentworth Way, Santa Clara, CA 95051 wants 1,2,3,4,5,6,7 / has 2,3,5 / offers 1,2,3,4,5b

Jim Carlisle, 39, (205) 854-6063 wants 1,2,3,7,8(trans Pacific) / has 5 / offers 2,3,4,5b

Jeff Styrt, 23, (408) 257-0779, 22543 Woodridge Ct., Cupertino wants 1,2,3,4,5,6,7,8(continue on) / has 2,6(sailing class) / offers 3,4

Don Morrison, 55, 787-2389 ... wants 5,6 / has 3,4,5,6(6 Mexican & Hawaiian races) / offers 1,2

Frank Wallace, 41, (209) 369-2815, POB 167, Victor, CA 95253 wants 1,2,3,4,5,6,7 / has 2,3 / offers 1,3,4,5

Rod Teter, 33, (415) 428-2114, 7 Captain Dr. #301, Emeryville, CA wants 1,2,3,6,7 / has 2 / offers 2,3,5b

Broc Stenman, 37, (408) 373-4632(h), 852 Lighthouse, Pacific Grove, CA 93950 wants 6 / has 2,6(Monterey Bay, some So. CA) / offers 1,3,4

Bill Lutkenhouse, 58, (415) 841-8729, 1809 Fourth St., Berkeley, CA 94710 wants 1,4,7,8(whatever, wherever) / has 2,3,4,5 / offers 1,2,3,4

Chuck Lamoureux, 35, (415) 321-3116, POB 61043, Palo Alto, CA 94308 wants 1,2,5,6,7 / has 2 / offers 1,2,3,4

Roger M. Miller, 48, (916) 427-1579 wants 1,2,3,4,5 / has 2,6(small boat) / offers 3,4,5b

Joe Colton, 38, 751-4192, 216 4th Ave. #12, San Francisco 94118 wants 1,2,5,8(hanging out) / has 2,6(B.V.I. cruising) / offers 1,3,4,5b

Paul White, 28, (415) 369-2332, 35 Flower St., Redwood City, CA 94063 wants 1 / has 4,5,6(references) / offers 1,2,3

CODE FOR PEOPLE WANTING TO CREW IN MEXICO

I want to crew:

1. For the trip down.
2. Gunkholing near towns.
3. Gunkholing in the boonies.
4. For the passage across Gulf.
5. For a Mexico race.
6. For the Sea of Cortez Race Week.
7. For the return trip back to the States.
8. Other: _____

My experience is:

1. None.
2. Bay.
3. Long coastal.
4. Long ocean passage.
5. Foreign cruising.
6. Other: _____

I can offer:

1. Skilled sailing and navigation skills.
2. Mechanical skills.
3. Cooking and cleaning skills.
4. Cash to help with expenses.
5. Female (a) / Male (b) companionship on the cruise.



weather and scenery Mexico cruisers can expect.

William Brugler, 40, (415) 563-0105, 2656 Webster St., San Francisco 94123
 wants 1,4,5,7 / has 2,3,5 / offers 1,2,3,4
Bob Biles, 35, (408) 462-6245, 3109 Scotts Valley Dr. #105, Scotts Valley, CA 95066
 wants 1,2,3,4,5,6,7 / has 3 / offers 1,3,4,5b
Joseph Heinen, 30, 346-2753, 2380 California, San Francisco 94115
 wants 1,4,5,8(as far South as you'll go!) / has 2,3,5 / offers 1,2,3,4
Vic Thiry, 45, (415) 520-3600, Box 5107, San Ramon, CA 94583
 wants 1,2,4,5,6 / has 2,3,4,5 / offers 1,5b
Phil Cummins, 24, Geology Dept., U.C. Berkeley, Berkeley, CA 94720
 wants 8(available 12/20/85-1/30/86) / has 2 / offers 1,3

WOMEN WANTING TO CREW IN MEXICO

Ann, 26, 271-7033 wants 1,2,3,4,5 / has 2,6(short coastal) / offers 1,3
Sally, 28, (805) 643-4736, P.O. Box 24372, Ventura, CA 93002 /
 .. wants 1,4,8(destination: Yucatan) / has 3,6(deck hand & naturalist on 55-ft
 powercruiser, galley exp.) / offers 1,3,5a
Joan Rennick, 50, (619) 565-7796, 2733 Shelter Island Drive #115, San Diego, CA 92106
 wants 1,4,5,6,7 / has 4 / offers 3
Michelle Javrotsky, 30, 330 Johnson St., Sausalito, CA 94965
 wants 5,6,7 / has 2 / offers 3,5a
Sally Jackson, 41, 834-8921, Oakland wants 7 / has 2,3 / offers 4
Teri S., 28, (415) 922-5799, P.O. Box 535, San Rafael, CA 94915
 wants 6,8(Perth & So. Pacific in '87, Jan-?) / has 2,8(Sea of Cortez '85) /
 offers 1,3,4,5a
Nicola Ferguson, 27, (805) 652-1891, 736 Cedar Place, Ventura, CA 93001
 wants 1,8(Marquesas, So. Pacific) / has 3,4,5,6(racing instruction) /
 offers 1,2,3
Kathleen Saxer, 26, (415) 331-1024, 330 Johnson St. #1, Sausalito, CA 94965
 .. wants 1,5,6,7,8(Charter Stewardess/Chef) / has 2,4,5,6(Caribbean, Bahamas,
 So. Am., mausuese, chef) / offers 1,3,5a
Beth Weissman, 29, (415) 681-8695, 787 Clayton St., San Francisco 94117
 wants 1,2,3,4,7 / has 2 / offers 1,3,4
Dana E. Hill, 34, (408) 462-0639, 370 Fifth Ave., Santa Cruz, CA 95062
 wants 1,3,7 / has 2,3,4,5,6(Bilingual) / offers 1,2,3
Dorey Clayton, 23, (415) 968-2093/494-6660, 850 San Antonio Rd., Palo Alto, CA 94303
 wants 2,3,6 / has 2,3 / offers 1,4
Mara Binkley RN, 28, 922-7715, 2120 Pacific Ave. #309, San Francisco 94115
 wants 1,2,3,5 / has 2,3 / offers 1,3,4
Terese, 30's, (415) 331-2406, POB 1231, Mill Valley, CA 94942
 wants 1,2,3,4,5,6,8(Panama Canal?) / has 2,3,6(Mexico) / offers 1,3,4,5a
Jane Gover, 27, (415) 388-5408, 387 Lowell Ave., Mill Valley, CA 94941
 .. wants 1,2,3,4,5,6,7,8(deliveries) / has 2,3,6(2 So. CA coastal long distance
 races) / offers 1,3,5a

COUPLES WANTING TO CREW IN MEXICO

Rob and Margie Palge, 33/32, (503) 536-3326, 51929 Blackplne Way, La Plne, OR 97739
 wants 1,2,3,4,8(cruising preferred anywhere, unlimited time)
 / has 2,5,6(Gulf Coast, San Juans & BC, So. Cal, FL, lakes) / offers 1,2,3,4

CODE FOR BOATS NEEDING CREW IN MEXICO

My boat is a _____
 I need crew: _____

1. For the trip down.
2. Gunkholing near towns.
3. Gunkholing in the boonies.
4. For the passage across Gulf.
5. For a Mexico race.
6. For the Sea of Cortez Race Week.
7. For the return trip back to the States.
8. Other: _____

My experience is: _____

1. Bay.
2. Long coastal.
3. Long ocean passage.
4. Foreign cruising.
5. Other: _____

I am looking for: _____

1. Skilled sailing and navigational skills.
2. Mechanical skills.
3. Cooking and cleaning skills.
4. Female (a)/Male (b) companionship on the cruise.
5. Someone to share expenses/charter my boat.
6. Someone to help bring the boat back.

MEN NEEDING CREW IN MEXICO

Jack Storer, 60, 45' ketch, (415) 547-8267
 for 1,7 / has 1,2 / wants 1,2,5
Dirk Sears, 37, 37' Islander sloop, (805) 995-3564, POB 1311, Morro Bay, CA 93442
 for 8(Mexico & beyond) / has 2 / wants 4a/b,5
Michael Durkin, 39, LaFitte 44, (213) 822-9073, 237 Howland Canal, Venice, CA 90291
 for 1,2,3 / has 4(Mexico 2 winters) / wants 4a
Morty Priament, 30, NorSea 27, (619) 287-9430, 5757 College Ave. 'Q', San Diego, CA 92120
 ... for 1,4,6,7,8(or to Hawaii) / has 2 / wants 1,2,3,4,5,6(any)
Jim Marco, 41, Crealock 37, (415) 233-1315, 320 W. Cutting, Richmond 94804
 for 1,2,3,4,6,7 / has 1,2,3,4 / wants 3,4a,5,6
Jack Clarke, 45, 40' sloop, (619) 222-1186 for 1,2,3,4,6,7 /
 has 2,3,4 / wants 3,4a,5
Dennis McCarty, 63, sail, POB 4253, Stockton, CA 95204
 for 1,2,3,4,7,8 / has 1,2,5(Delta) / wants 1,4b,6
Craig, 41, 46' ketch, 653-0528, Box 3311, Berkeley, CA 94703
 for 1,2,3,8(So. Pacific and ?) / has 1,2 / wants 4a,5
Skipper Hank, 62, CT 41 ketch, (805) 644-2750, 3600 S. Harbor Blvd. #395, Oxnard, CA 93030
 for 8(So. Pacific & beyond) / has 3 / wants 4a
Jerry Czember, 43, 44' Rhodes sloop, 474-1782, 1782 Union St., San Francisco 94123
 for 1,2,3,4,7,8 / has 1,2,3,4,5 / wants 4a/b,6
John Spencer, 54, 30' ketch, (415) 783-3488 h; (916) 355-2690 w, 29055 Berkeley Rd., Hayward, CA for 2,3,6,8(So. Seas & beyond) / has 2,3,4 /
 wants 4a,5
Steve Joaquin, 48, San Juan 28, (916) 345-1842, POB 3511, Chico, CA 95927
 for 1,2,3,4,7,8(to trailer boat to San Felipe) / has 1,2 / wants 1,4a,5,6
Wendell Williams, 46, 37 cutter, 937-4313 days; 937-1693 nights, Walnut Creek
 for 1 / has 2 / wants 1
Jack Vaughn, 55, sail 38', (714) 898-8522; (213) 594-4731 or (213) 590-9086, 12812 Valley View St., Suite 9, Garden Grove, CA 92645
 for 1,2,3,7,8(Baja coast, Mazatlan, Puerto Vallarta) / has 1,2,5(17 years sailing) / wants 3,4,5,6

THE GREAT PACIFIC



LONGITUDE RACE

What evil lurks in the minds of men? Sailors know, especially long distance singlehanded sailors. The minds, bodies and boats of nine such crazy . . . er . . . brave souls were recently subjected to one of the more brutal tests of stamina and seamanship in the Singlehanded Sailing Society's First Annual Great Pacific Longitude Race, which took place over the Labor Day weekend.

The idea for the race, in which boats sail out several hundred miles to a predetermined longitude, turn around and sail back, is credited to SSS member Graham Hawkes. Singlehanders have been doing it on their own for years as a qualifier for the Singlehanded Transpac, and Hawkes reasoned that if they were going to be out there anyway, they might as well all be out there together and make a race out of it.

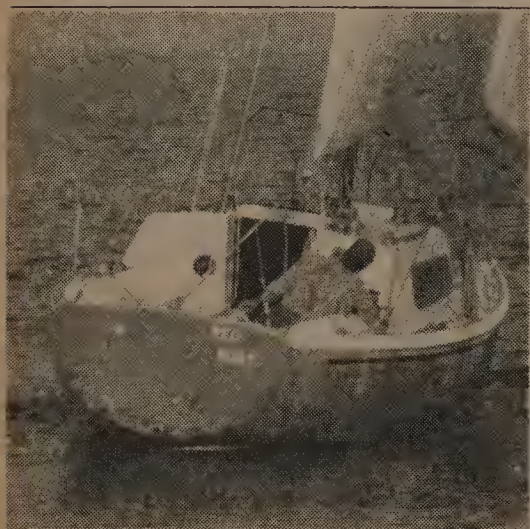
Two of the great spans of the Bay, 'Tainui' and the Golden Gate Bridge.

Holding it on a specific date would also force people to have boats ready early, rather than running around trying to qualify at the last minute before Hawaii.

So it was that on August 31, nine boats crossed the starting line off the Golden Gate YC, crossed under the Gate and headed toward the open sea. Linda Weber-Rettie aboard the Hawkfarm *Predator* was first under the bridge, but only Bud Frazee on the Capo 26 *Unity* and Peter Clutterbuck on the C&C 38 *Alliance* managed to beat the building flood and clear Pt. Bonita. While the rest of the fleet tacked back and forth in light wind, Weber-Rettie and Buzz Sanders aboard the Cal 29 *Red Boat* put anchors down to wait out the tide. *Predator* was close enough to the lighthouse "that I could see people looking down going, 'What's she doing?'" says Linda.

What she and all the other entrants

THE GREAT PACIFIC



Built in 1970, Buzz Sanders' Cal 29 was the oldest boat in the fleet.

LATITUDE 38/JOHN

were doing was embarking on a four to five day marathon designed to test all facets of seamanship from navigation to heavy weather singlehanded sailing. Handicaps were built in by assigning differing longitudes to each boat according to its rating. In other words, the larger, faster boats had to sail out farther before they turned around. Round-trip distances varied from a little more than 400 to just about exactly 500 miles. In theory, all things being equal, everyone

would finish about the same time.

As we all know, however, nothing about sailboat races is created equal and this one was no different. Once they cleared Pt. Bonita, boats fanned out in different directions. Since they had to cross a specific longitude rather than a specific island or mark, racers could go north, south or due west as they chose to take the best advantage of conditions. Peter Hogg and Stuart Staiger on the catamaran *Tainui*, the only doublehanded entry (doublehanded was allowed for non-Hawaii qualifiers. Hogg, who was first to finish in last year's Singlehanded Transpac, was already qualified for the next one) took off on a long southerly leg. After skirting the Farallones, most of the rest of the fleet headed more or less straight out for their longitudes, building in any northing they could so that the trip back would be a run.

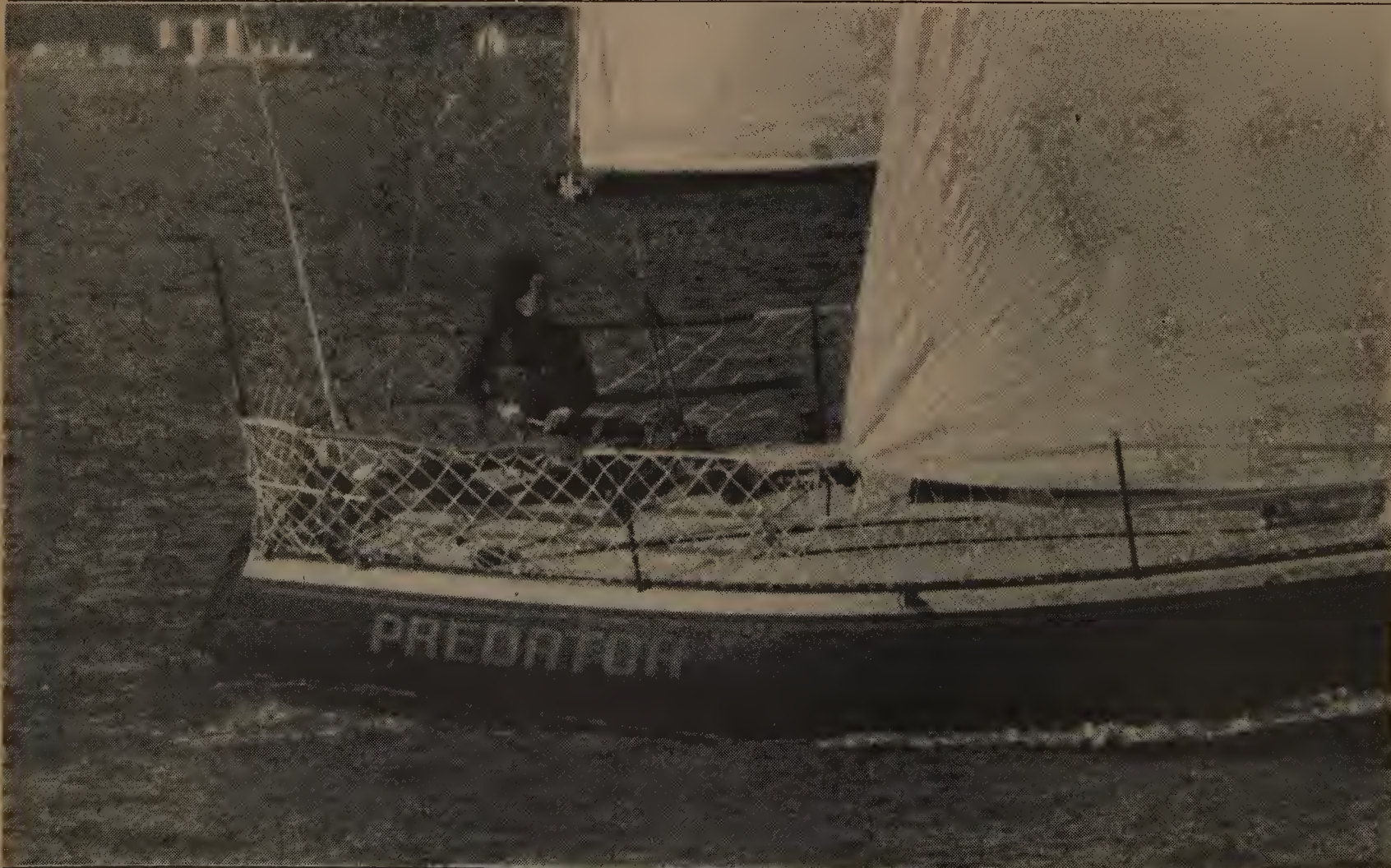
"It was pretty typical weather once we passed the Farallones," says Linda Weber-Rettie, a veteran of many offshore races and deliveries. "It's kind of sheltered on this side, but once you get out around, 30 to 35 knots



is what you get. I had a double-reefed main and 80% jib up. It was wet and uncomfortable, but typical."

Peter Clutterbuck passed the islands with different thoughts. "It was very strange to get to the Farallones and keep on going," says

Linda Weber-Rettie.



LATITUDE 38/JOHN



LATITUDE 38/JOHN

Jim Fair: A long haul in a light boat.

Peter, another veteran of many an ocean mile. Like many on the race, he was more used to rounding those rocky crags and heading back. This time, though, they were only 10% of the way to his destination. "It was like going into the deep end of the pool."

The boats had agreed to make radio

the vane steering the boat that day. Other racers expressed similar feelings. If there was anything that kept it from being a perfect day it was the pesky headers and 2-knot current that kept pushing the boats south. Several took hitches to the north to try to compensate but nobody thought much about the northerly shift. The National Weather Service did not predict any unusual weather in the racers' path, and said as much in a short addendum to their regular forecasts that weekend. In retrospect, says Weber-Rettie, "A lot of us didn't read this shift properly."

By Monday morning, everyone was more concerned with finding their longitudes than with the lightening, ever-shifting wind. As boats reached their westerly limit, racers took sunsights and photographed lorans as proof they had made it, then turned around on a reciprocal course and headed home. Most monitored their navigation for several hours prior to reaching the turn-around point, but Linda Weber-Rettie waited until she thought she was nearly there before checking her position. "As soon as I turned on the Loran, it showed my numbers, right up to the minute." You can't beat that feminine intuition on land or sea.

With the "hump" behind them, everyone turned their attention — and growing con-

"A freighter stopped to make sure I was okay. That concerned me. I began to wonder if those guys knew something I didn't."

contact with one another at 6 p.m. every evening. That first evening's conversation revealed that, though everyone was battered down and running under shortened sail, no one was having any particular problems. "Who could complain about reaching along at 8 knots?" says Bud Frazee. "The boat was slamming off the tops of the waves, but handling it. I was just cranking."

Sunday dawned as all Sundays should: bright, clear and beautiful. The wind had abated to a near-ideal 15 to 20 knots and the sea had turned a deep, cobalt blue. "I kept thinking, 'This is the greatest race I'd ever been on,'" says Frazee, who took turns with

cern — back to the weather. "About one on Monday afternoon, the seas were turning funny, spikey, and I could see these big, dark clouds coming," says Bud Frazee. "A freighter that was passing stopped dead in front of me for about 10 minutes, until I was in solid visual range. Once they'd apparently checked me and seen I was okay, they started moving again. (The same thing happened to Graham Hawkes on his Olson 40 *Aquila*.) That concerned me. I began to wonder if those guys knew something I didn't."

About the time most of us were lighting our Labor Day barbecues, that "something" hit the small fleet of singlehanders. "It was really terrifying," Bud Frazee says of the gale-force winds, driving rain and big seas. "I've been in plenty of 35-knot conditions in MORA, but this was well beyond that." Later



LATITUDE 38/JOHN

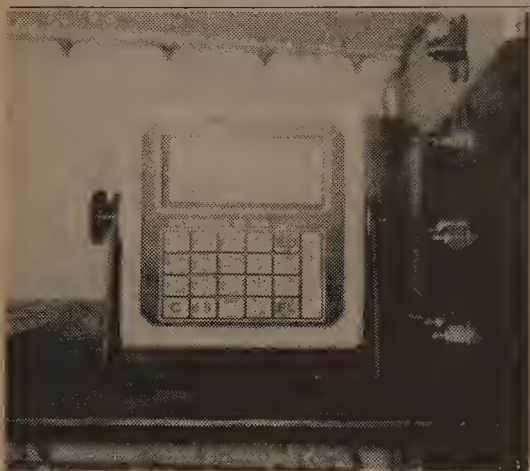
Peter Clutterbuck.

in the night, Peter Clutterbuck's anemometer would clock sustained gusts of 50 knots across the deck. Everybody was estimating wave heights in the mid to upper teens. With no prior warning, the gale caught almost everybody looking, and turned an enjoyable qualifier into a baptism by fire.

"I left my stormsails ashore to lighten the boat," says Clutterbuck of the 14,000-pound *Alliance*, the heaviest boat in the fleet. "I left behind my cruising main, which has three reef points, the trysail and my storm jib." Even with his racing main down to two reefs and the roller headsail furled to storm jib size, the boat was overpowered. "The big gusts would hit and shake the boat like a rat, but I didn't want to go up and try to get the main down."

Damage seemed inevitable, but surprisingly little occurred, attesting to the careful preparation of boats and the skill of skippers. Peter Hogg lost one of two backstays on *Tainui* but was able to keep going. A pin unscrewed itself from the boom shackle on *Predator*; Weber-Rettie hove to and fixed it. Bud Frazee was thrown into his companionway and broke a 5/16" plexiglas panel; Graham Hawkes was thrown across his cockpit and broke a couple ribs. The pounding *Red Boat* was taking opened up a crack around her keel and Buzz Sanders had to

THE GREAT PACIFIC



RUD FRAZE

pump about every hour to keep her dry. Buzz expressed a universal concern among racers, though, when he said "I was thinking about Jim Fair the whole time. He was on the smallest boat and I kept thinking he must

sion win in this year's Doublehanded Farallones. When the heavy weather set in Monday, Jim went to bare poles and dragged warps off the stern. The only alternative was to keep reaching off before it and end up somewhere around Big Sur where he'd have to beat back. As Jim puts it, "What goes down must come up."

Also describing herself as "one of those overly cautious people", Linda Weber-Rettie also had her hands full trying to reduce sail while not running too far south. Like Bud Frazee, she was silently cursing herself for not having rove a pilot line through the leach eye on her third line of reef points. She finally decided to drop the jib to depower and, with

"As soon as I got on the foredeck, I felt the boat settle in and I knew we were surfing. It was like I was out there hanging ten on this great big surfboard."

be taking the worst beating."

Smallest and lightest by a factor of two, Fair's Merit 25 *Chesapeake* was having a time of it like everybody else but, reports her skipper, everything was under control. "I tried to play it real, real conservative," says Fair, who sailed the boat (as *Not Yet* — "People kept asking me if I'd named the boat and I'd always answer 'Not yet.'") to a divi-

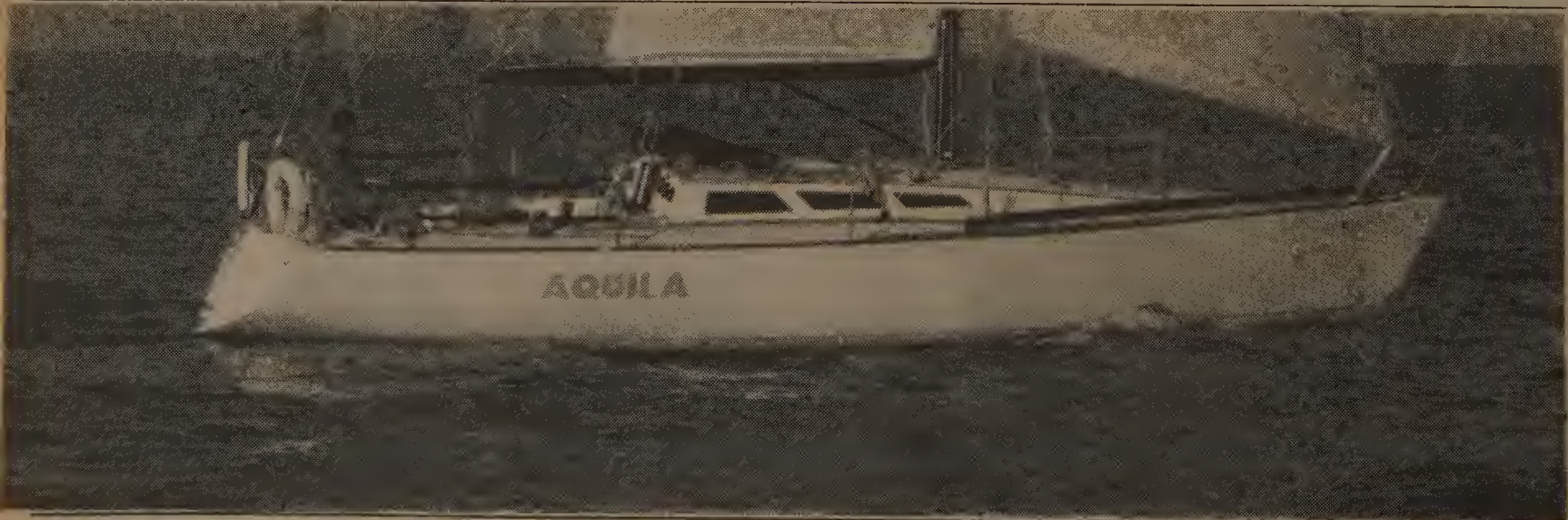
life harness attached and autohelm steering, made her way forward into one of the great thrills of her sailing life.

"As soon as I got on the foredeck, I felt the boat settle in and I knew we were surfing," says Linda. "I looked back and saw these two beautiful roostertails spraying boom-high along the sides. It was kind of like I was out there hanging ten on this great big

Above: Turnaround time. Below: Graham Hawkes glides toward the Gate.

surfboard." Later, she reported seeing dolphins surfing the big rollers. "At one time I remember watching a dolphin in a wave higher than my deck."

The "hairiest time" award, had their been one, should probably have gone to eventual race winner Bud Frazee. The winner of MORA's spring Pete Smith series couldn't figure how to reeve that third reefing line — "I always heard that if you had to put in a third reef, you shouldn't be out there" — so the boat was overpowered. Even if he hadn't been too scared to attempt getting some sail down, the vane couldn't handle the boat in those conditions so he couldn't get leave the tiller anyway. In retrospect, he says, "What Jim and (later) Linda did was right." At the



LATITUDE 38/JOHN

LONGITUDE RACE



BUD FRAZEE

about 15 feet; the wind was still howling and the boat was darn near down to the latitude of Pt. Sur. It was time to get sensible about all this. "I hove to, left my radar detector on, went below and slept for 10 hours," she says. She woke to lumpy but moderating seas and about 25 knots of wind and began a long close reach up through Monterey.

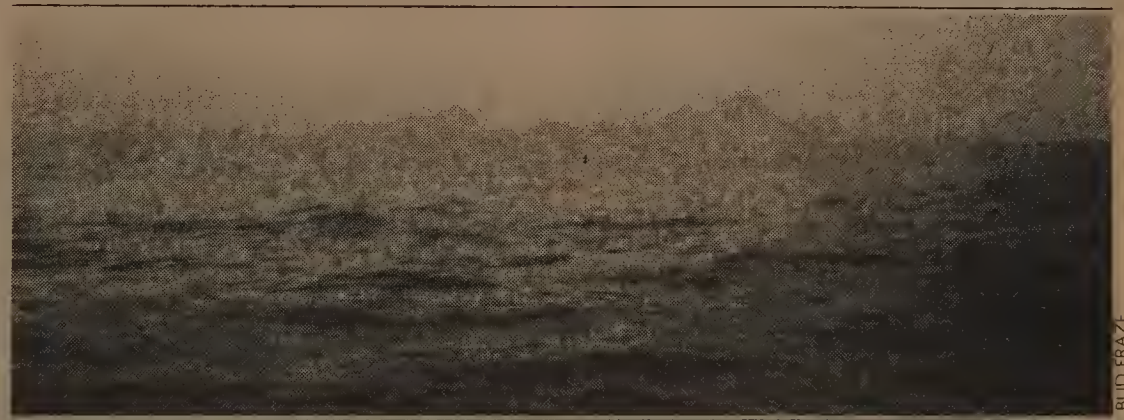
Bud Frazee was also having trouble with lack of sleep. He hadn't had any since Saturday night. Even with all the chocolate and pop, he felt he was fighting a losing battle with the weariness. "My biggest fear was nodding off in the last few miles. I knew if I did, I might not wake up." The effects of the physical and mental exhaustion were beginning to take their toll in other ways. "I began to think there were people aboard," says Bud. "At one point on Monday night, I was up trying to undo a bad spinnaker wrap. The wind was almost nil and the water surface was smooth. All of a sudden, I heard splashing and breathing coming toward the boat. I could see the phosphorescence. I thought, 'This SOB fell off his boat and he's trying to swim to me!' As the sound and the green glow came toward me I ran over, reached out a hand and started yelling 'Over here! Over here!' All of a sudden it came into

time, though, he chose to white-knuckle it and hope for the best.

"I was thinking of reading 'Fastnet — Force 10' and how it was all the little boats that got the shit beat out of them on that race," says Bud. "It was like a giant washing machine out there. The tips of the waves were blowing off. I literally couldn't come off the wind, so I used the waves to keep from rounding up. I'd go down the waves so fast that the spray would come off the bow like a firehose. Sometimes everything from the mast forward would disappear in a cloud of spray.

"I rode one big wave for five minutes. I'd surf down into the trough and the wave would blanket the sails. Then the wave would catch up, the wind would catch me again and I'd surf down the same wave. I was doing 17 or 18 at two in the morning, thinking 'I'm going to ride this all the way to Monterey!'" Before his knotmeter broke later that night, Bud says it hit 20 once. Like all competitors, he'd lashed his hatchboards (he'd replaced the broken plexiglass one with the regular wood one) in. Unlike all competitors, he steered through the night himself, fortifying himself with Classic Cokes and candy bars he'd stuffed into the pockets of his foulies. He needed all the caffeine he could get to keep his concentration on sailing the boat down the narrow slot between

Above: Bud Frazee sails the calm before the storm. Below: Leaving the Farallones behind was "like going into the deep end of the pool."



BUD FRAZEE

rounding up and shaking itself to pieces. "In weather like that, you don't trim the sails for shape, you trim them so they don't flog and shake the mast out of the boat."

The gale started to abate for the northernmost competitors Tuesday morning. For the southerly boats, the wind went down to about 35 and stayed there all day. Weber-Rettie's first autopilot, the one that had surfed the Hawkfarm down those big waves, had given up the ghost that morning and she ended up hand steering for eight hours. Tuesday evening, she put on the spare autopilot — a new unit right out of the box — but it only lasted for a little more than four hours. At that point, she'd been up all night; she had no self steering (*Predator* did not carry a vane); the seas were still running

the light from my spreaders and it was a big, horrible looking thing, an elephant seal or something, and it totally freaked me.

"I fell back into the cockpit. Then I heard voices below and thought, 'Well, they're on board.' I shined my flashlight down there — I thought it would blind 'them' — to see who it was and because I had to get down there to repack the spinnaker. I was really a space case by the time I got in."

Fortunately, he didn't have far to go at that point, and he had company. The wind had lightened to about five knots before he raised the Farallones, and about the time he spotted the islands Tuesday afternoon, he also saw another spinnaker and said to himself, "Hey, the race is still on!"

The spinnaker belonged to *Alliance*. "I

THE GREAT PACIFIC LONGITUDE RACE



LATITUDE 38/JOHN

looked behind me and saw a chute coming through the haze about three miles back," says Peter Clutterbuck. "I knew it had to be another singlehander. Who else would be out in those conditions with a spinnaker on a Tuesday afternoon? It was wild. Here we'd sailed 500 or 600 (through the water) miles and now it's boat for boat." Like several other boats, he'd lost power in the storm and couldn't talk to the other boat, but figured it was either Frazee or Graham Hawkes. Previous radio contact showed that the three had taken pretty similar courses throughout the race.

In barely enough breeze to keep him moving, Bud Frazee sailed *Unity* across the finish line just after 4:30 on Wednesday morning, to the cheers of Race Chairman Tony Smith and Bud's wife and support team, Gloria, among others. He was in such a condition that his greatest relief was not in winning, or even finishing. It was that now he would have the support of friends in facing whoever it was that he could still hear talking down below. After realizing the exhausted state he was in, Tony Smith wasn't sure if he'd been seeing things, too, when he said there was a boat close behind him.

That, at least, was no figment of his tired imagination. Peter, slowed by several spinnaker wraps and inoperable self-steering, finished just over an hour later to get second. Hawkes on *Aquila* was third over the line at 8:30 that morning, followed by *Tainui* at 12:15 and *Red Boat* at about 2 p.m. Jim

Sailing at sunrise.

Fair was the next in — under power. He'd ended up off Pt. Reyes, expecting a quick run down to the Bay under spinnaker. To add insult to injury, though, the wind shifted to the South and then, 10 miles from the finish, it died completely. "I'd been out there

on my own advice, which is never to go offshore unless I had a windvane and autopilot," says Weber-Rettie. "I did it to myself this time. I'm not going to Hawaii that way." One thing she would not change is having her Pernicka radar detector on board. The device, which emits an audible signal whenever it picks up a radar scan from passing ships, "was my favorite piece of equipment next to the Loran," she says.

All racers said they would do the race again. "But if you asked me the day I got in I might not say that," says Weber-Rettie — echoing, we imagine, a pretty universal sentiment. The fear and strain never seem so bad when you're dry, rested and basking in the glow of accomplishment with brothers in arms who have just gone through the same thing. Before the next Great Pacific Longitude Race (scheduled for 1987), though, SSS organizers are probably going to take a long, hard second look at the course. Everybody who's sailed those waters outside is familiar with the band of heavy winds on the latitude of San Francisco between 60 and about 150 miles out, but no one was expecting anything like what they got. (Ironically, just beyond where the racers turned around are the benevolent trade

GREAT RACE RESULTS

SKIPPER	NAME	TYPE	LONGITUDE	FINISH TIME
1. Bud Frazee	<i>Unity</i>	Capo 26	127°05'02"	9/4 04:37:10
2. Peter Clutterbuck	<i>Alliance</i>	G&C 38	127°27'35"	9/4 05:45:44
3. Graham Hawkes	<i>Aquila</i>	Olson 40	128°08'01"	9/4 08:28:56
4. Peter Hogg	<i>Tainui</i>	Newick 40	128°02'13"	9/4 12:14:20
5. Buzz Sanders	<i>Red Boat</i>	Gal 29	126°58'48"	9/4 13:54:51
6. Linda Weber-Rettie	<i>Predator</i>	Hawkfarm	127°02'57"	9/5 20:41:00
DNF: Jim Fair, <i>Chesapeake</i> ; Ralph Morgenstern, <i>Geodesic II</i> ; Paul Steinert, <i>Tres Equis</i> .				

5 1/2 days," he says. "I started the motor and powered in and I don't regret it for an instant." *Predator*, the last official finisher, didn't arrive until Thursday evening. The other two boats, Ralph Morgenstern's Morgan 30/II *Geodesic II* and Paul Steinert's Farr 1020 *Tres Equis*, both DNF'd. *Geodesic II* broke a rudder post early and *Tres Equis'* navigation gear failed, though Steinert said he sailed his whole course.

Lessons learned? Lots, among them never going to sea without having that third reef pilot line rove; and putting all food in Tupperware. Almost everyone had some food loss due to water contamination or just pounding. "My first lesson would be to take

winds and the downwind slide to Hawaii.) Most disturbing of all was that the Weather service didn't seem to be aware of what racers are now calling a secondary low — the same sort of weather system that decimated the Fastnet fleet in 1979.

"I told Tony (Smith) that the race had given a whole new meaning to SSS," says Linda Weber-Rettie: "Survivalist Sailor's Snipehunt." Says Bud Frazee, "Hawaii will be anticlimatic compared to this." (He's probably right.) Jim Fair was less lighthearted in his summation: "It was just a very long race."

Who knows what evil lurks in the minds of men? Sailors know.



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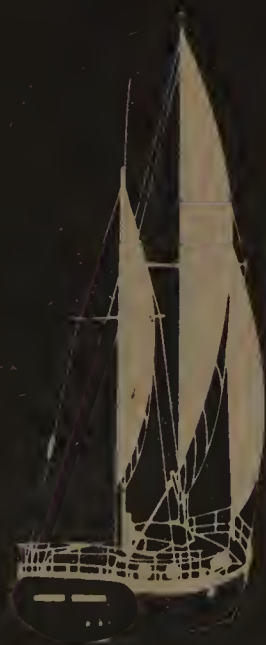


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THE RIGHT TIME AT THE RIGHT PLACE

There's a time and a place for everything. A member of the *Latitude 38* staff who cruised Monterey Bay during the last week of August reports that *it* is the place and *early fall* is the time for Northern California sailors seeking warm and gentle cruising fun.

His first day's passage turned out to be a symmetrical 70-mile run. He departed San Francisco on his Islander 36 at 6:20 a.m., and arrived in Santa Cruz at just about the same time in the evening. There were light breezes at the beginning and end of the trip, but the sailing in the middle was just fine. A full main and wung-out 150 converted the

20 knots of breeze into speeds as high as 12 knots.

Once in Santa Cruz there was no problem getting an end-tie for the night. But the price was a little dear — \$12.50. Of course popular places can charge premium prices, and Santa Cruz is a popular place.

It's also action-packed. For one thing there's the anchovy situation. For whatever reason, these little pizza-toppings love to visit Santa Cruz Harbor each fall. But they don't respect authority or follow the rules; not a

single one has ever checked in with the harbor master or used the space set aside for transients. The result is they overpopulate the harbor to the point where there is not enough oxygen for them to survive. So they die, raise a horrible stink, and give all fish a bad name.

This year however, an anchovy prevention program was instituted at Santa Cruz Harbor. A net was stretched between

ALL PHOTOS BY TIM STAPLETON



the two jetties and manned 24 hours a day. When there was no immediate threat of anchovies, the net would temporarily be opened to let boats enter or depart. But if it looked like there might be an invasion, the nets were kept closed and vessels were not permitted to pass. The 'wet Wednesday' evening races are about as important to Santa Cruz sailors as Carnival is to the residents of Rio. The fact that one had to be called off to keep the anchovy net closed is indicative of the gravity of the problem.

Eventually the anchovies made an assault on the net. Almost all were kept out of the harbor and swam away. Zillions of others, however, got trapped in the net. Unable to enter or flee, they exercised the only option available to them; they died on the spot. Later the flooding tide pushed the corpse-laden net inward toward the harbor, making a heck of a mess and possibly damaging the net beyond repair for next year. As big as the mess was, it was a hundredfold improvement over last year's mass suicide.

In addition, anchovy survival was being promoted inside the harbor. This consisted of a number of aerators whose function was to keep enough oxygen in the water to keep whatever anchovies had snuck in alive and well so they could eventually swim out again. It's unclear if they kept any anchovies alive. It is certain, however, that they kept the crew of *Misfit* from getting a good night's sleep.

To round out the harbor entertainment, a small powerboat caught fire. Thick, black smoke billowed out over the harbor, attrac-



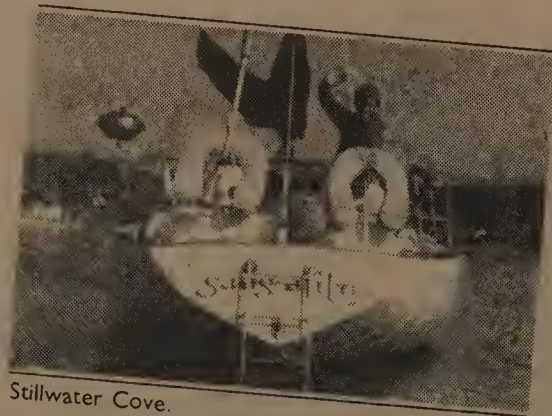
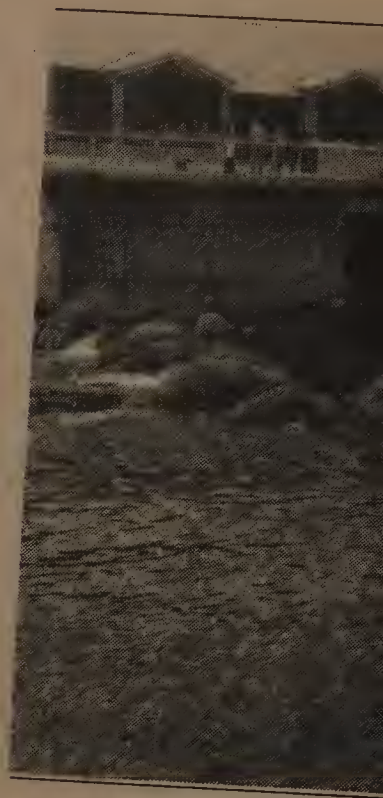
THE RIGHT TIME AT THE RIGHT PLACE.



The light at the end of the jetty — Santa Cruz.



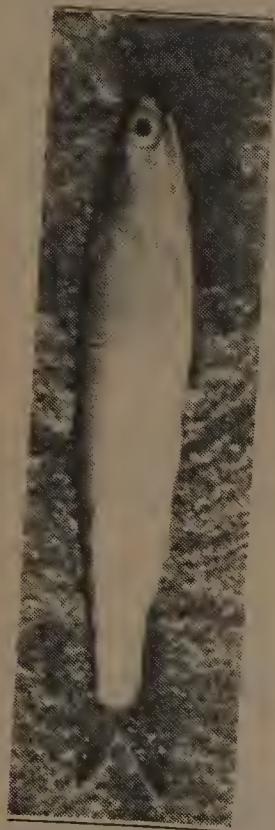
Shoreboat service to Labor Day fun at Capitola.



Stillwater Cove.



A little dinghy in Santa Cruz Harbor.



Deceased anchovy.



There's lots of seaweed at Stillwater Cove, but just one sea otter.

ting the attention of everyone. By the time the fire department arrived on the scene it was a goner. Cause of the blaze? A hot plate had been left on all afternoon. We hope it was a good meal, because it sure was expensive.

Monday was a beach day at Santa Cruz. There was no fog, but plenty of blue sky and balmy temperatures. The ocean might have been warm and it might have been cold;

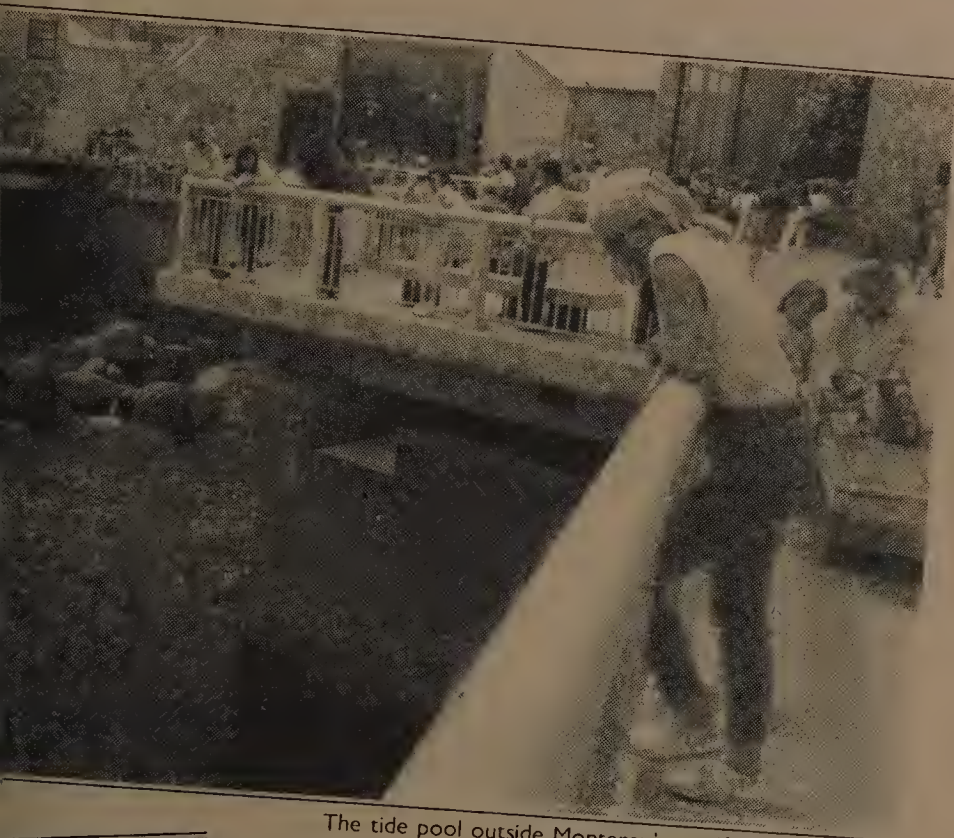
we'll never know for sure. Waveless and flat as a millpond, none of the crew bothered to go in.

Tuesday's sail to Stillwater Cove was "ideal", while the cove itself "absolutely gorgeous". Not identified on any chart, it's nonetheless easy to find. Just north of Carmel, look for tons of kelp, a pier, the 17th green at Pebble Beach and the swim and tennis club on the bluff. Ever watched

the Crosby golf tournament on TV? All the boats you saw in the background were anchored in the cove.

Stillwater could hold a heck of a lot more boats than it does if it were not for the thick kelp forests. If you try and drop a 22-lb anchor it just sits on the surface of the water supported by the top branches of kelp. Not much less than a 60-pounder will get you to the bottom. While trying to bash their anchor

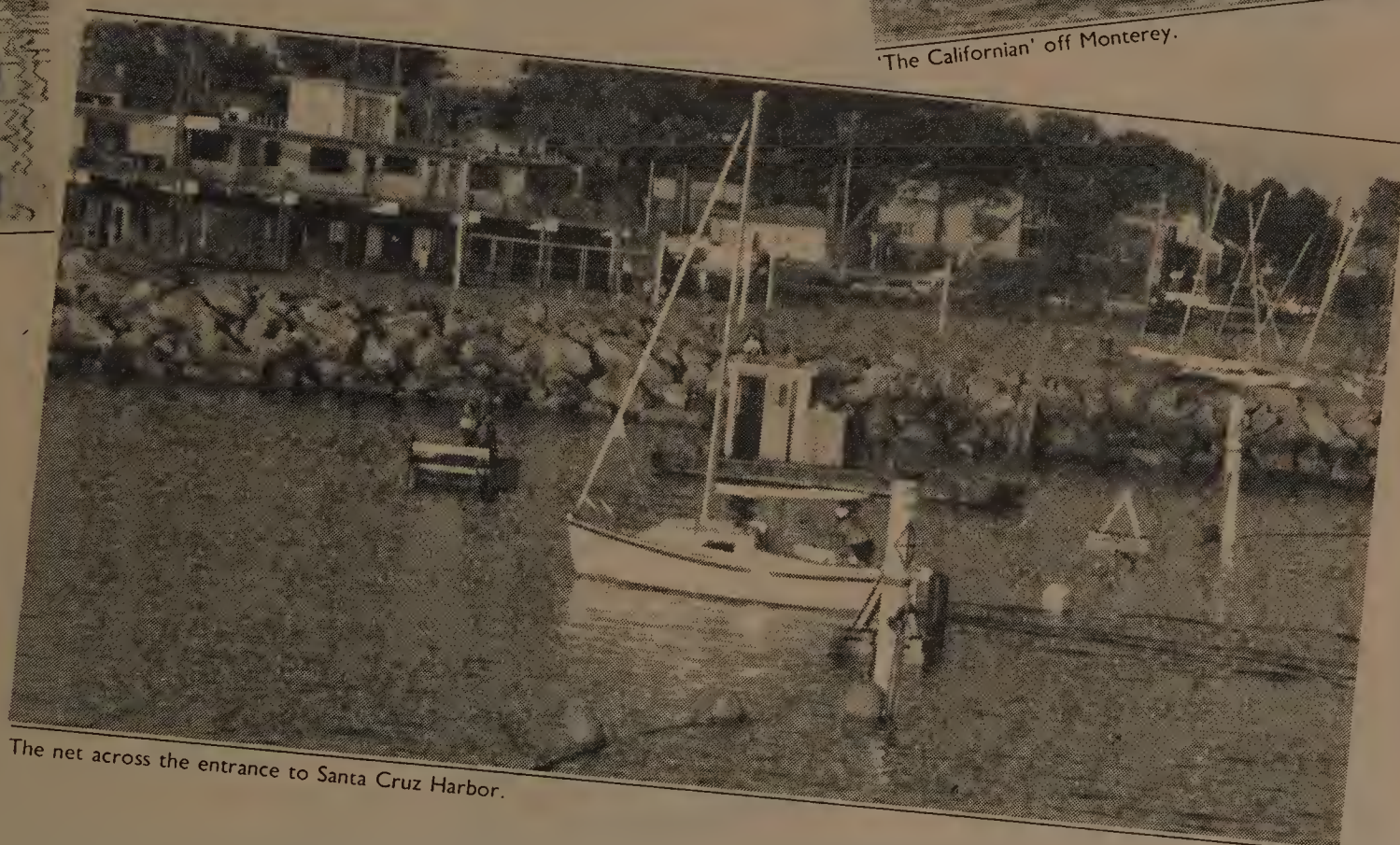
MONTEREY



The tide pool outside Monterey's terrific new aquarium.



'The Californian' off Monterey.



The net across the entrance to Santa Cruz Harbor.

down thru the kelp, the crew of *Misfit* was hailed by a fellow anchor-out. He recommended they "walk right in to the swim and tennis club and pretend like you own the place". As much as the crew doesn't like to break local customs, they couldn't do a thing like that. Could they?

In a week already packed with

superlatives, Wednesday's sail to Monterey was characterized by the captain as "one of the best sails of my life". Who's to argue with beating in 15 knots — and shorts — off the coast of Northern California?

From a quick glance at the chart, it doesn't look like the anchorage off the Monterey fish pier would offer sufficient protection from summer and fall northwesterlies. But it does. It's also got a sand bottom which provides

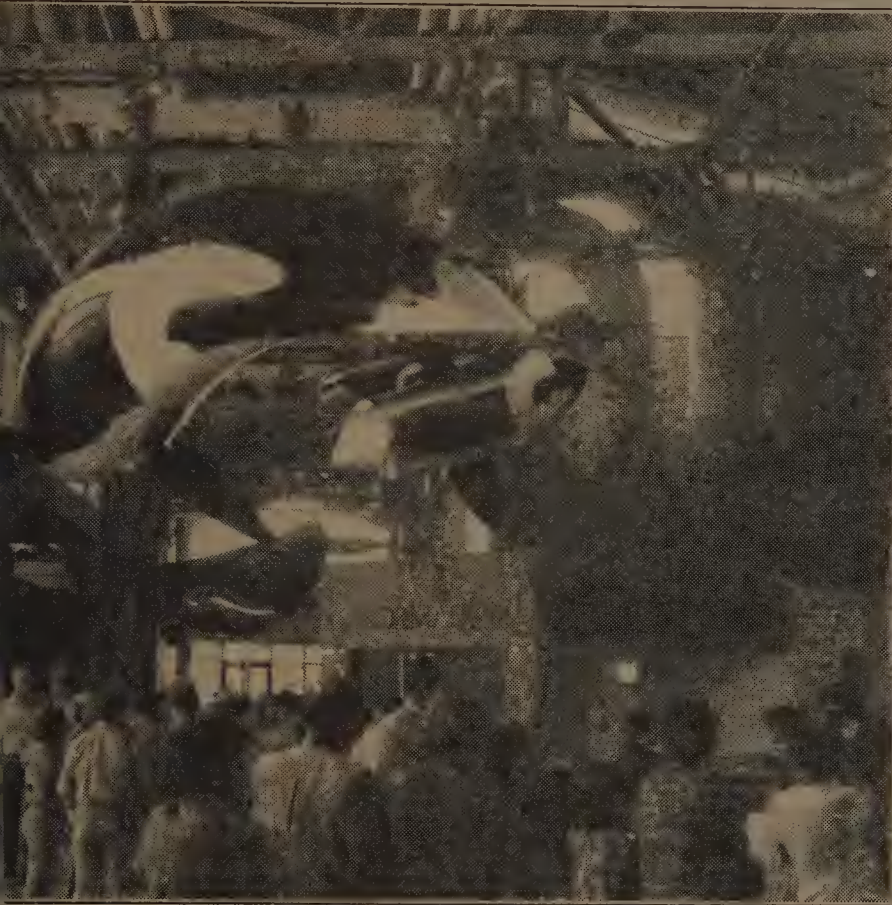
good holding ground. *Misfit* joined eleven other boats anchored beyond the pier, one of which was the *Californian*, making a brief stop on her way to Southern California.

To get to shore the mischievous crew dinked to the fish pier ladder. Other folks make a longer dink ride to the wharf. Either spot is fine. The fish pier was crowded with kids doing what they were supposed to for once — fishing. And with the mackerel run-



Hot plate inferno — Santa Cruz.





Above; Monterey aquarium. Below; Stillwater Cove.



ning, the action was strong.

Monterey is a tourist town, and it's got plenty of restaurants and other amusements to satisfy visitors. It's also got a Greyhound bus station just a block or two from the wharf. Thus one of the boat's ladyfriends was able to finish a 3.5 hour multi-stop bus ride from San Francisco with just a short walk to the boat.

Thursday was to be the only day of the week that dawned with fog. But by 11:00 it had disappeared and the thermometer was rapidly on its way to 75. Yes, fall is often fine on the coast of California.

Monterey's biggest new visitor attraction is the aquarium. It's been so popular that the local residents are as upset as the merchants are delighted. If you plan to sail down and visit it, don't expect to be able to waltz right in. The aquarium ticket isn't as hard to get as a Springsteen, but reservations are often necessary. The captain had the foresight to purchase his at Ticketron ten days before. Including a service charge, they ran about \$8 each.

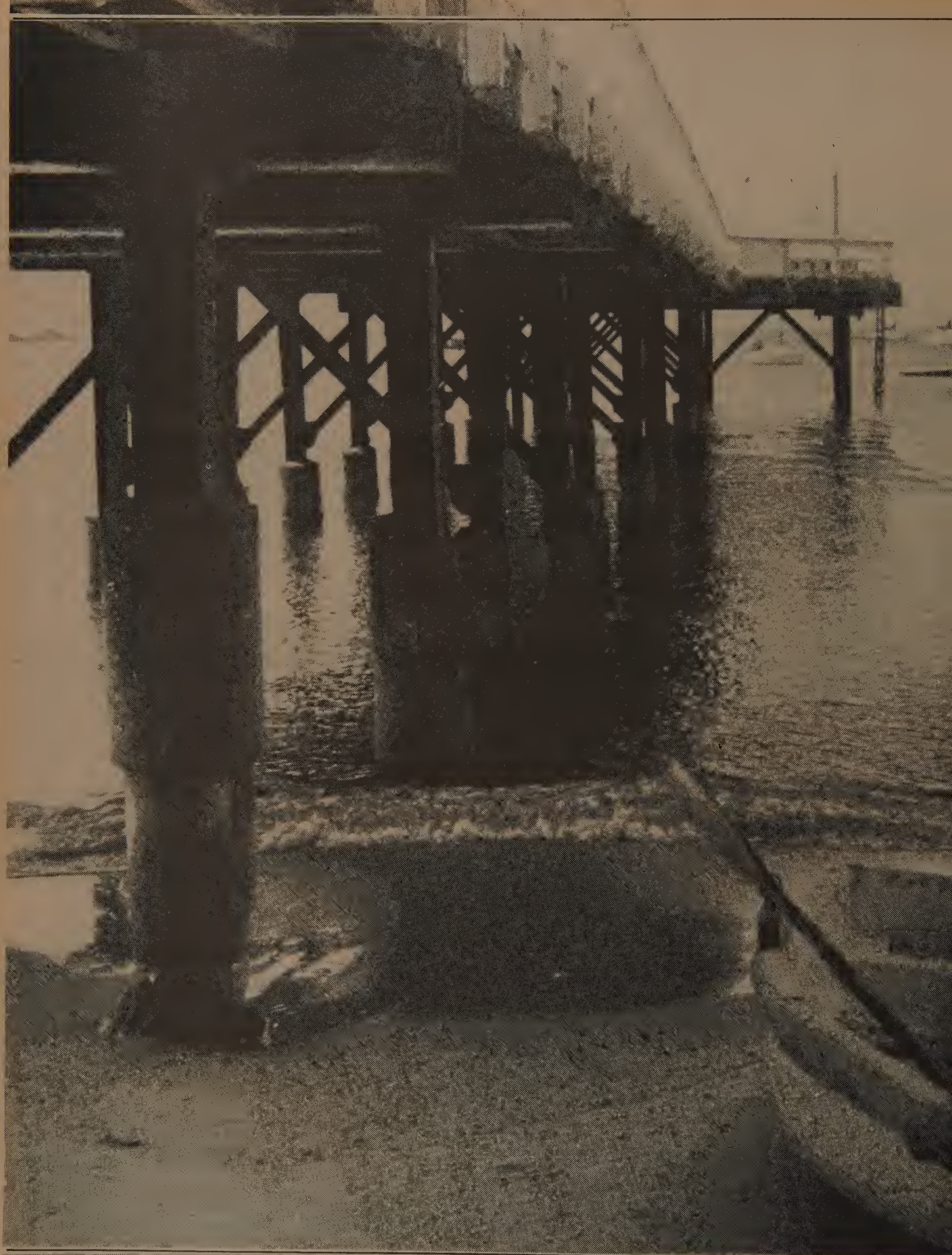
The crew gave the aquarium excellent marks — with a few caveats. It's recommended you go as early as possible, because it fills quickly. As their visit was plagued by legions of children, it's advised that you also plan your visit for just after the end of summer vacation. The final word: "We wish we could have spent more time with less people".

The visit to the aquarium entailed a certain amount of irony, however. For here they were paying a chunk of money to see seals, sea lions, dolphins, sea otters and sharks in captivity — and they'd just come from Stillwater Cove where they'd seen the same creatures in their natural environment.

Friday's sail from Monterey to Capitola was on the flukey side; first it blew, then it was calm, then it blew again. Well, variety, the experts tell us, is the spice of life.

Misfit took one of the moorings off the Capitola Pier. Unfortunately they grabbed the only one that had just a bow line, not a bow and stern line. Normally this would have been just fine, but on this day hurricane Olaf was delighting the local surfers by sending in huge waves from Mexico. The swells had the Islander 36 rising and falling substantially — and sometimes right on the mooring.

Eventually they moved to a mooring with a complete set of lines, but the huge swells still made for an uncomfortable night. Ap-



parently this was an unusual situation. A couple of locals said, "This is really rare, we've never seen it like this."

Assault crew about to hit the beach at Stillwater Cove.

The Capitola Pier offers shoreboat service for 50 cents a person per trip. The crew thought this was a little steep, so they took the dinghy ashore. Oops — false economy! The enormous swells — even more pronounced closer to shore — bashed the dink

into the pier. For the record, shoreboat service at Catalina is a dollar per person per trip.

The crew of *Misfit* found Capitola to their liking. There was a wide selection of intriguing places to eat, their favorite being Margueritaville. The party atmosphere of Labor Day didn't hurt.

But all good things must end, summer and week-long cruises included. At 6:00 a.m. the following morning they motored out, heading for home with a stop planned at Half Moon Bay. They weren't alone; much of the large Windjammer's Race fleet was also northbound. Strange as it might seem, when the wind filled in near Davenport the racers kept on motoring while the cruisers on *Misfit* hoisted sail and beat homeward at a satisfying 6.25 knots. "It was an absolutely perfect sail", remembers the captain.

The wind died and the fog came in at 3:00 a little south of Half Moon Bay. The crew was delighted that Lucky the Loran, who had steadfastly refused to work while going south, was still spitting out perfect positions while heading north. Thus, while they could have made it into Half Moon Bay, their homeward momentum had become too strong to stop. Further on they chugged, breaking through the fog a little north of Montara, then sneaking under the Golden Gate at 8:00 p.m.

There's a time and a place for everything. With the rest and relaxation of a week's perfect cruise behind them, now it was time for the crew of *Misfit* to get the hell back to work.

— latitude 38



One of the little rituals I seem to take great pleasure in at the end of the racing season is putting my boat back in cruising trim. I stuff all the fenders back in the cockpit locker, throw the sleeping bags back in the forepeak, and put the heavy tool box back in its locker. I can even fill the water tank all the way up, secure in the knowledge that no overzealous crew will insist on pumping it all out again before the next race.

I was happily going about these chores a couple of weeks ago when who should come walking down the dock but Lee Helm, my young naval architect friend.

"Good morning, Lee," I said, looking up from the interior of my newly reorganized and now very spacious dock box. "What brings you to the marina today?"

"Practice for the midwinter races, Max. Or at least that's what our skipper thinks. Actually, we're going to talk him into sailing over to watch part of the Big Boat Series race that's going on today."

"Sounds like fun. Personally, I like to watch the show from just below the leeward mark."

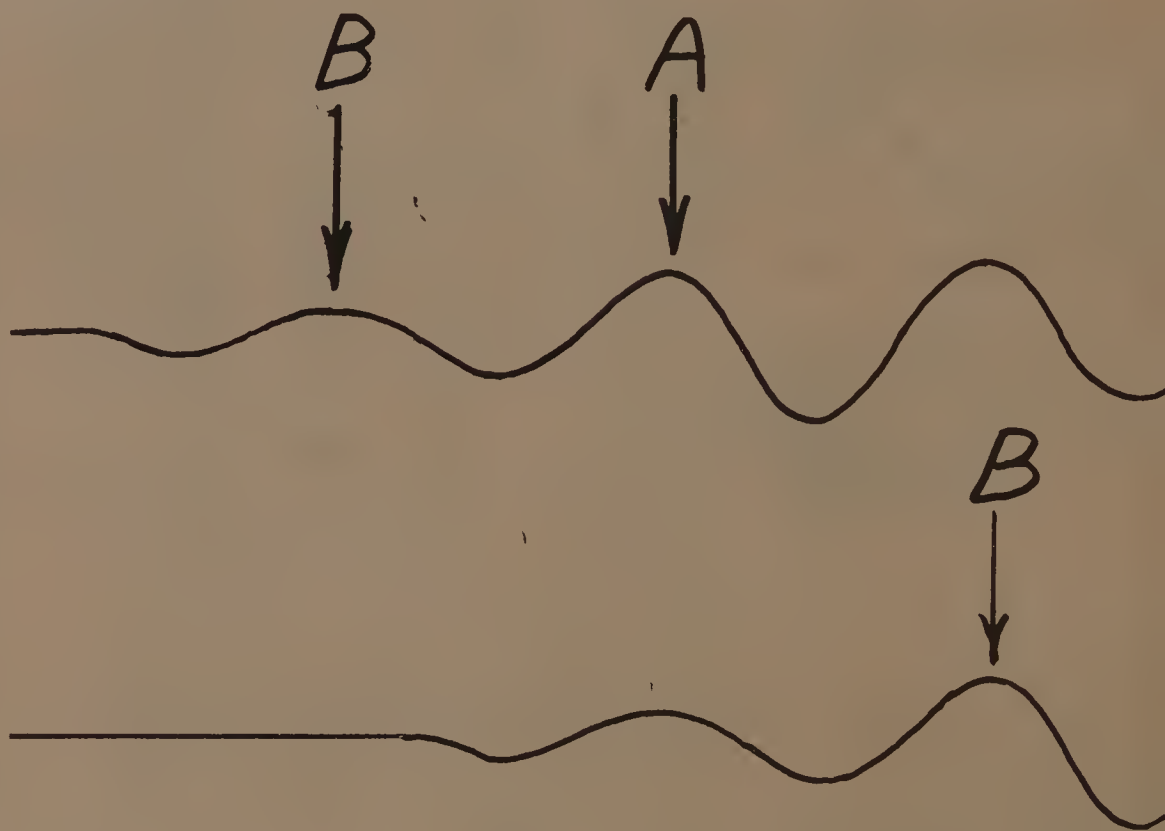
"Me too — I mean, that's where they usually get into the most trouble! But Max — how come you're not sailing in the series this year? I thought you told me that you had a spot for sure."

"Well, you know how it is," I answered as I picked up three spare flashlights, some sections of collapsible dinghy oars, a serving tray with diagrams of knots on it, and two child-size life jackets. "I thought I'd give myself a year off. Five long Bay races in one week can be a terrible grind. Besides, I need to spend some more time getting my own boat in shape."

I wasn't being entirely truthful. An old sail-

how could I let on that now I was a victim of it? I started to walk over to my boat with the armload of gear.

As usual, Lee was not fooled for a second. "And even worse," she continued as she caught a flashlight that was starting to slip out



Three views showing, from top to bottom, the movement of waves in a wave train. The individual waves travel twice as fast as the group of waves, and Wave A is always losing energy to Wave B. To surf on Wave B, a boat could first be positioned with its bow just behind the crest of Wave A.

"The waves come from behind, but the wave energy comes from ahead. I'm sure I explained this to you once before, Max."

of my grasp, "it makes it very tough for the marginal crew, the ones who are relatively inexperienced but show promise. I mean, before the crew limit, someone like that could come on as an extra — at least on the heavy air days — and get a chance to learn. But now . . ."

She followed me onto my boat and down the companionway.

"But now, unless you're big, strong and good, you can forget about a ride on a really competitive IOR racer. If the people back in Rhode Island were really that concerned about wide, tender boats that rely on crew weight for stability, they should have modified the measurement rule. This limiting the total number of crew on the boat is totally gross! And for our local IOR fleet to adopt it

"So, Max . . . how does it feel to get bumped?" she gloated. You see, the crew limit does more than just freeze out most women from high level big-boat racing. It also prevents the owners from bringing along their families and friends."

ing friend who was campaigning his boat in the series offered me a crew position, but had to retract the invitation when he learned that the IOR crew limitation would be imposed. Considering the way Lee had been complaining for the last year about the "blatant sexism" of the crew number restrictions,

for local racing is, like, the last straw. Members of the Technical Committee that came up with the crew limit have even stated that it was never intended to apply to local racing! It's going to do a lot of damage to IOR racing in the long run."

"I think you're exaggerating a little, Lee," I said. "Look at how many one-tonners are out this year. And all the new ultralight 70-raters built with IOR taken into consideration."

"The ultralights don't have the crew prob-

She picked up a felt tip pen from the little pencil rack next to my chart table, and started to look around for something to write on. I gave her an old set of race instructions.

"You don't need to see the wave you surf on. If you watch the wave in front, you know what the wave you're on is going to do."

"You do understand," she explained in a slightly impatient tone, "that in order to catch a non-breaking wave, you have to move at a speed somewhere near the wave speed."

"Right," I said (although I would have liked to have a chance to think about it for a few minutes). "I know that just from experience."

"Now imagine a group of waves, also known as a 'wave train'." She drew a series of waves, small at one end, larger in the middle, and small at the other end.

"It can be shown fairly easily that the speed of this group of waves is only half the speed of each individual wave in the group."

I pondered over this for a minute.

"That doesn't seem possible, Lee. The waves would run out ahead of the group if that were true."

"What actually happens is that the waves shrink as they get to the front part of the group, and then fade out completely. New waves are always forming at the back of the group. If you follow one individual wave, you would find that it starts small at the back of the group, grows in size as it moves to the center of the group, and then diminishes and disappears at the front." She drew two more views of the wave train to illustrate the point.

"Another way of looking at it," she continued, now with a little more enthusiasm as her interest in the subject took over, "is to imagine a wave as always losing energy to the wave behind it."

"Okay . . ." I said cautiously.

"So to initiate surfing," Lee explained, "the most effective technique is usually to position the bow right behind a big wave crest. Often this involves bearing off to a course more nearly parallel to the wave direction, in order to follow the wave crest at a speed closer to the wave speed. The wave

lem, Max. That's because the number of crew allowed is based on rating; the ultralights have very high ratings for relatively small sailplans, so the number of crew allowed can handle them very easily. They're also narrow on deck, so the crew weight isn't such a dominant factor in righting moment. And that's one reason I'm interested in them. Maybe today I'll be able to get a close look at one sailing fast in strong wind. I mean, those boats are really awesome!"

"Yes, they are impressive machines," I said, "which reminds me (here was my

chance to change the subject), "one of the 70-raters that raced to Hawaii had a powerful headlight mounted on the bow pulpit. It was supposed to help them catch waves at night. But tell me, Lee — shouldn't it have been shining aft if they were using it to catch waves for surfing? Don't waves come from behind?"

"The waves comes from behind," she answered, "but the wave energy comes from ahead. I'm sure I explained this to you once before, Max. You see, the group velocity of a set of deep water waves is only half the phase velocity . . ."

"The what?"

"Okay, let's take it from the top."

in front of the bow will be losing energy to the next wave behind it, which is rising under the stern, until the largest wave is the one behind instead of the one in front — and that's when the boat is most likely to start surfing."

I tried to visualize my own method of catching waves to see if it agreed with Lee's analysis.

"So what you're saying is that you don't really need to see the wave you surf on. If you watch the wave in front, you know what the wave you're on is going to do."

"That's right. The spotlight should shine forward. You couldn't see anything of value looking back."

"But I can think of times when we saw and even heard big waves coming from astern. And what about surfers on surfboards? They look back over their shoulders to catch waves."

"Surfers are in shallow-water waves. That's a whole different thing. In shallow water, you can have a single wave form that moves at the same speed as the energy it contains. As for the big waves in deep water that came from astern, I think you're talking about waves that are much bigger and faster than the waves you did most of your surfing on. Remember your speed has to be near the wave speed to surf. Also remember that a displacement boat is usually sailing downwind at or around a 'hull speed' controlled by the speed of a wave having a length about equal to the boat's length. Since the speed of a wave is proportional to the square root of its length, the best surfing waves will generally be in the range of 25 percent to 100 percent longer than the boat, which makes them roughly 10 percent to 50 percent faster than the boat."

She gave me a few seconds to let this last bit of information sink in.

"The big waves you can see coming from behind are much faster," she added. "In some cases they might be catchable,

plain that one some other time, or I'm going to be late at my boat."

We climbed out of the cabin and stepped back onto the dock.

"Have a good sail today," I said, "and don't get run over by any of those 70-raters!"

"Thanks, Max. And don't feel bad about

"I really like the idea of a surfing light aimed out over the bow."

especially if they have breaking crests to help the boat accelerate quickly. But usually that's not the kind of wave you need to see. I mean, I really like the idea of a surfing light aimed out over the bow!"

"One more thing I've been wondering about," I asked. "Some drivers love to pump the tiller just before catching a wave. They claim it helps the boat 'break loose' and surf. It seems to work, but I can't understand why."

"Ah, that's a much more complicated question — controversial!" She said with a grin that implied that she knew something important that I didn't. "But I'll have to ex-

Big Boat Series — I'm sure you'll get a spot next year!"

She was on her way down the dock before I could come up with an equally sarcastic response. So I went back up to the parking lot to fetch another load of non-racing necessities from my car: More extra life jackets, the towels with the name of the boat embroidered on them, and four of the gim-balled beer can holders that I got for Christmas last year.

Who cares what the people back in Rhode Island do with the IOR. I'm glad it's fall, and I'm glad I have a cruising boat again.

— max ebb

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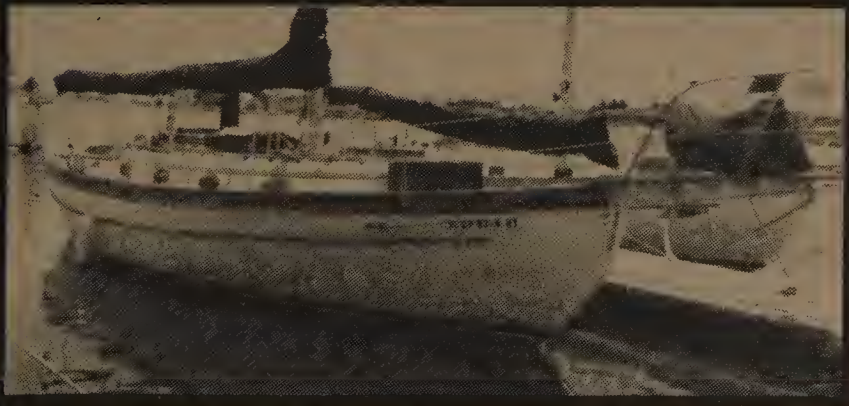
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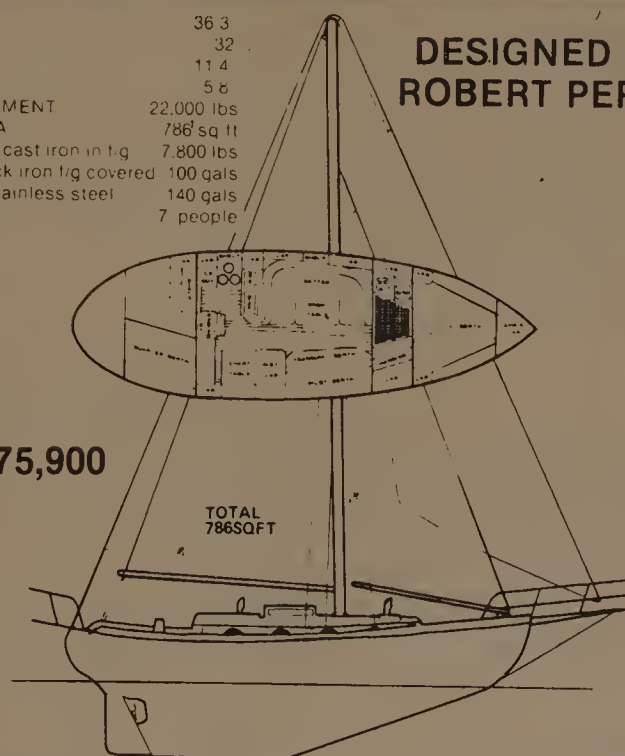
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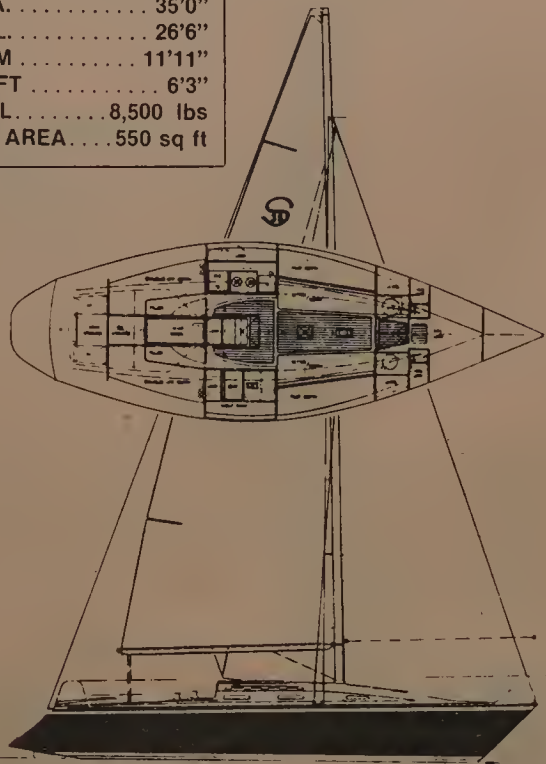
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SANTANA 35

Synergy is the property wherein the whole is greater than the sum of the parts. Usually associated with chemistry or metallurgy, with some imagination you can apply the concept to marriages, TV sitcoms, even boats. The Santana 35, for example, is very much a boat with that certain something extra, that "right stuff" that separates the successful one design fleet from the also rans.

First launched in 1979, the handsome and functional Shad Turner design caught on quickly, particularly in Northern California where its 7/8 rig and stability on a run were well suited to Bay Area winds. Two-thirds of the 114 S35s built so far were sold in the first two to three years of production, and fleets quickly sprang up in Texas, the Great Lakes, Santa Cruz and Los Angeles. The San Francisco Bay fleet ended up the largest and most active of these. At nearly 30 boats strong, a good half of which race actively, it is also one of the most active of any one design fleet in the Bay, and the only one to have both a Bay and Ocean series. The competition is so close, says fleet measurer Jack Air, "That on any given weekend, there are five or six boats that can win a race."

Take Five is one of those. Fred Doster and Dave Wood bought hull number 5 back in 1982 for its quality of construction, sailing characteristics and "because it seemed like the most competitive one-design boat of its size in the Bay". That it was and is, and Doster and crew (Dave Wood is on an extended holiday) are certainly one of the most competent teams on any boat. Last year, they won both the Bay and Ocean series. This year, they are taking a break from Bay racing, and are currently in first place in the ocean.

Rich Savoy is another owner who liked the well rounded personality of the boat. "Racing, comfort, handling and performance; the boat seemed to have it all," says Rich, who has driven *Hurly Burly* to a current first place standing in the 1985 Bay series, and a fifth



place in the Santana 35 Nationals held on the Bay August 22 to 25. There's a slightly rueful tone to his voice when he talks about that series, which he led until the fourth Bay race. (The Nationals consists of four "normal" Bay races, one long distance Bay race and one ocean race.)

"We were over early, but didn't hear the recall," Rich says. "We only realized our mistake when we finished and didn't get the gun."

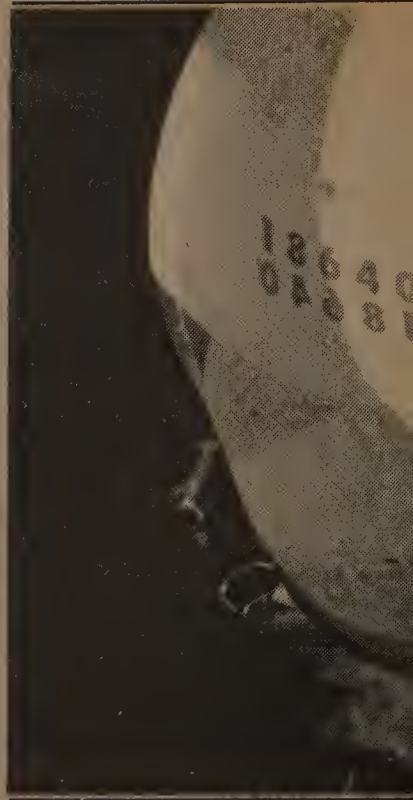
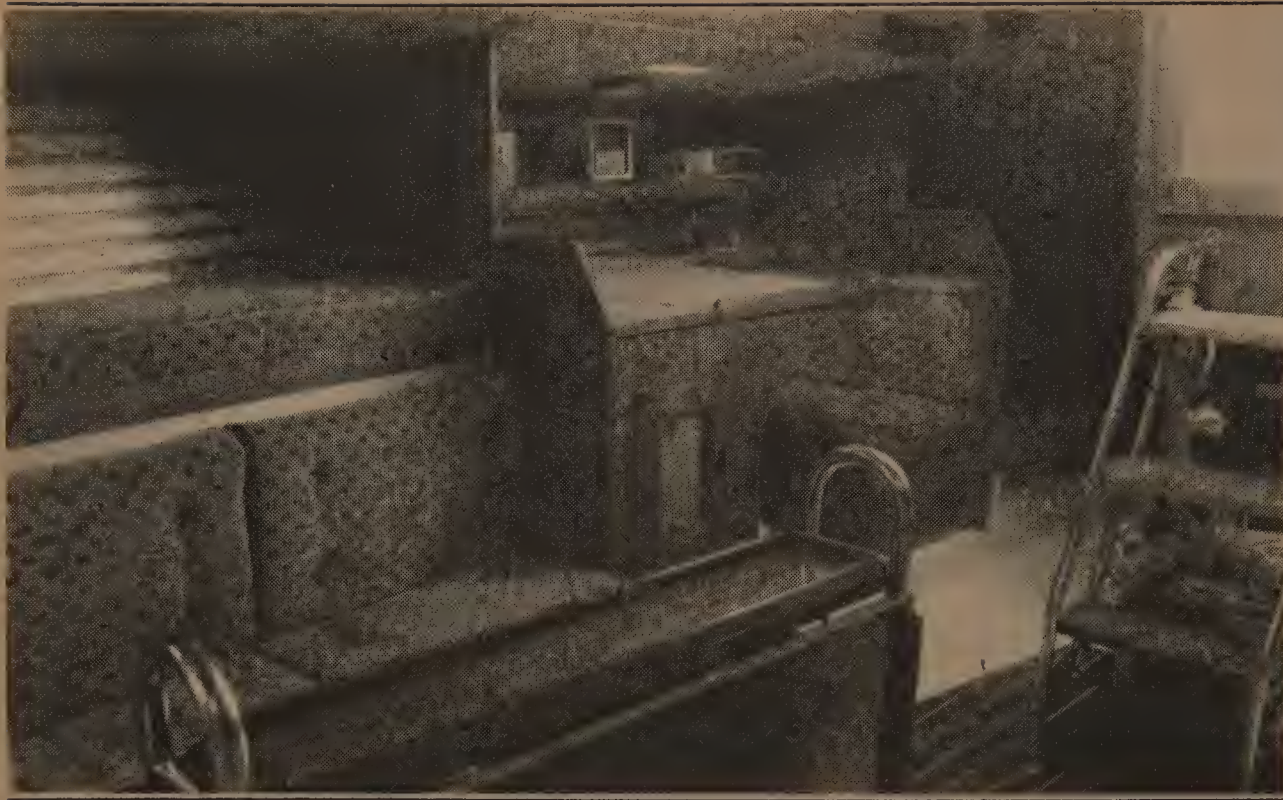


The foul up dropped them to last in the 17-boat fleet for that race and the best recovery they could manage was fifth, exactly where they ended up last year.

The winner of the 1985 Santana 35 nationals was Steve Sundeen's *Breakout*. Jeff Madrigali drove the Santa Cruz-based boat — the only out-of-area boat to attend — to overall line honors in front of second and third place finishers Jim Bonavich on *Wide Load*

and Doster on *Take Five*. And again, all boats enjoyed some very competitive racing. "It was a terrific regatta," says Jack Air, whose *Riff Raff* finished mid fleet. "One of the best the San Francisco YC has ever put on."

Outside the fleet, Santana 35s have competed in everything from the Big Daddy regatta (first, second, third and fifth in division) to the Windjammers (first and second in division) and the Oakland to



SANTANA 35



Catalina race (third in division). Post-Catalina race time is when many owners take full advantage of the boat's comfortable interior accommodations. Although any discussion of the S35 as a racer/cruiser would definitely put the emphasis on racer, the Santana 35 is definitely a comfortable boat. Rich Savoy (whose *Hurly Burly* finished 58 seconds behind *Take Five* in the 1983 Catalina race after 400 miles — talk about close!), Fred Doster, Jack Air and many other Santana owners have lingered around the Channel Islands after a Catalina race to enjoy the crystal water and shorts and t-shirt weather of Southern California.

In the Bay, you can usually spot a Santana or two anchored at China Camp, Treasure Island or up one of the rivers during the season. Evan Dailey usually has *Fast Friends* nosed into some Delta slough for at least a month every summer, and one of Fred Doster's crew spent his honeymoon anchored at Angel Island aboard *Take Five*, all of which further attests to the dual purpose flavor of the boat. As Jack Air says, "Without changing gear you can take the boat out for a hard afternoon of racing with eight guys or a leisurely weekend of cruising with the family."

If the boat has any drawbacks, it might be its familiarity to insurance claim agents. "We have one of the highest participations of any fleet," says Air, "and we also have one of the highest incidences of insurance claims. These guys are pretty aggressive." Last year, Bob Brockhoff had to drive a sinking *Ariel* onto Ocean Beach after the boat struck an uncharted rock during a race. The boat was successfully refloated only to sink while being towed under the Gate. The most spectacular incident this year occurred when *Dream Machine* and *Swell Dancer* did a do-se-do at Harding Rock during a 5-knot ebb. The boats, locked horns on the upside of the mark, then drifted down on it, entangling themselves in the mooring chain and completely submerging the big buoy! No one was hurt, and neither boat suffered major damage, but you can be sure there were more than a few scrapes and bruises on both people and boats.

W.D. Shock of Santa Ana, builders of the Santana 35, have not laid up any new hulls for a couple of years now, choosing to concentrate their efforts on a modified masthead version of the Santana 35, which they've renamed the Shock 35. But the Santana 35 mold is still ready to go for anyone willing to exchange about \$85,000 for one of the hottest one designs around — race ready with complete electronics. In the used-boat market, S35s start about \$50,000 and go up from there. A well cared for boat holds its value well.

Despite the lack of new boats, there is no lack of new blood in the fleet. Hank Grandin joined the fleet this year with his newest *Tinsley Light*, and Jack Air notes that Santanas from other areas seem to eventually gravitate toward the Bay where their heavy air manners are so well appreciated.

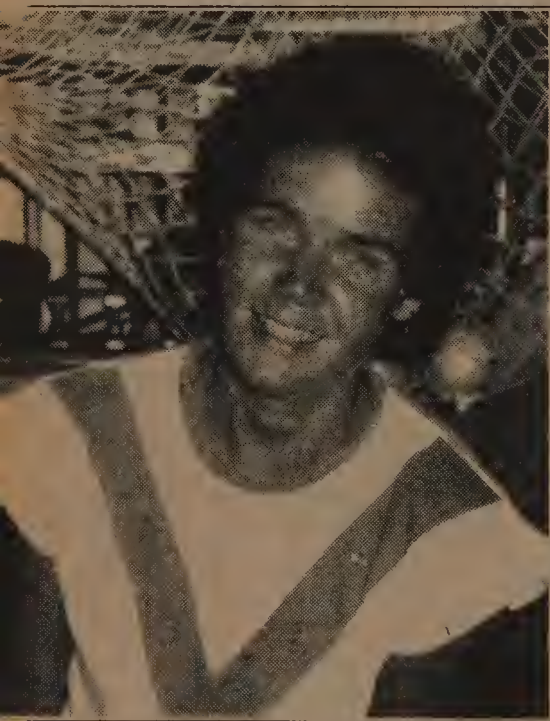
Racing, comfort, handling, performance; as Rich Savoy says, the boat seems to have it all. And perhaps a little bit more, some kind of "right stuff" beyond just the sum of its parts that makes sailing a Santana 35 more enjoyable than other boats. "We very seldom race where everybody doesn't have a great time," says Fred Doster. Isn't that what it's all about?

For more on the Santana 35, call Fleet Commodore Bill Van Pelt at 521-7030.

— latitude 38 — jr

SOME THOUGHTS ON PROVISIONING

So you think you're ready for the Big One, the long distance cruise? If so, you'd better start thinking about what you're going to eat — and more importantly, how you're going to prepare, preserve and stow your food.



Jo Lawlor of 'Esperanza Viva'.

There are probably as many foods and ways to provision as there are ways to tie knots, but the major considerations are these: how much storage room can you allot to food, how many crew are you taking and whether or not you will have refrigeration. And let's not forget variety. You want to beware of the fate of the transpacific singlehander who left with 30 cans of corned beef, twenty pounds of rice and a case of Oreos. He nearly died of dietary boredom prior to landfall.

In spite of all the variables, there is a single constant of which I can guarantee you. That is that you will not eat food that is as healthy, nutritious and fresh as you are able to back home. At least not on a regular basis and certainly on long passages. You will find the goodies — the fresh meat, produce and fruits — in the larger villages along your itinerary, although naturally it depends to some extent on where you cruise.

And you won't always get your first choice of goodies. For example, I'm currently lolling at anchor in an uninhabited bay in Hiva Oa, with all the papaya, bananas and limes we can possibly carry free for the taking. But oh lordy what I'd do for a fresh carrot! Which old sea captain was it that philosophized, "You takes to the sea and you makes your com-

promises".

Being a sailor of a self-sufficient frame of mind who avoids civilization — except when the urge for ice cream becomes too great — I strive to keep our galley equipment as simple as possible. *Esperanza* has a three-burner propane stove with an oven. However we've probably only used the oven for baking ten times in the last year. Usually it serves as storage space for eggs, crackers and other items that prefer to be gimballed. The boat does not have refrigeration. Despite just the basic equipment, our meals are not necessarily simple and they are delicious.

Additionally, I've found three other items,

none of which were intended specifically for marine applications, that have become invaluable pieces of galley equipment. I recommend all three for anyone planning to cruise or even just liveaboard. The first is the Optimus Mini-Oven, a stove-top oven designed by a Swedish camping equipment company. It's a tube pan with a snug fitting lid. The bottom plate gets heated and disperses heat along the bottom and up through the hole where it reflects down off the lid. It bakes on a burner or hot-plate, so it uses just a fraction of the fuel that a big oven does. That also means it doesn't heat the entire cabin up — an important consideration in the tropics. As simple as it is, I've baked breads, casseroles and desserts in it with great success. It costs about \$20.



FOR THE BIG ONE

The second goodie is Seal-a-Meal, an electric gadget that puts an airtight seal on whatever your imagination inspires you to pop into the bag. In almost all cases they can replace cardboard containers, which invite moisture and are a prime breeding ground for all sorts of tropical insects and cockroaches. I cut the name and preparation directions off the box of the food item and throw them right in the bag with the food before I seal the package. Or else I mark the sealed bag with a grease pencil.

We also use Seal-a-Meal for non-food items, too. Q-Tips and tampons are just two

In Papeete there's a good supply of some kinds of produce.

examples. These sealed bags are also ideal for small boat and engine parts. Give the bag a little shot of WD-40 before you seal it and two years later the parts will look brand new, not rusty.

Just be sure to buy the Seal-a-Meal with the 1/4-inch heat strip, not just a wire to make the seal. Purchased new, one of these units runs about \$30. Save your old bags for re-use, but remember to carry plenty of spares.

My third galley goodie is one that requires more time, money and planning. Nonetheless, it's a great contributor to self-sufficiency. It's a pressure canner and a few cases of Mason jars. If you already have a

pressure cooker — another time and energy-saving galley aid — check to see if it's suitable for pressure canning. Some are and some are not.

There are several advantages of being able to pressure can. One is that you can prepare

LATITUDE 38/JOHN



The meat you find while out cruising is not always packaged they way it's done at Safeway.

'quick-fix' meals of which you know the ingredients — for example, no salt or sugar if that's how you prefer it. It also allows you to have a big stock of pint-jar (ideal single-serving size) 'heat & eat' meals such as stews and chili onboard at all times. In addition it means you can stock up on fresh meat, chicken, produce and fruit when the prices are low. By rotating your inventory, you'll have empty jars available when the natives of some South Pacific island roll up with a wheelbarrow full of fruit. Don't laugh, it's happened!

Storing the Mason jars can be a problem, particularly on very small boats. I keep the jars in their original cartons. I also make a weak varnish solution with the dregs of a can and some thinner, coating every surface including the cardboard dividers; then I wrap the individual jars in plastic bubble wrap in their cartons. I leave the screw on rings on the jars to protect the vacuum sealed lids. Be sure to carry lots of spare lids and a spare set of screw-on rings. In the 5,000 miles we've cruised since I 'discovered' canning, we haven't had a crack or a broken seal.

Take the time to can a few batches of whatever you might want before you leave. It's easy to do wrong, but if you can read a compass or tie a bowline, you can learn to can successfully. An excellent book on the subject is *Putting Food By*, written by Hertzberg, Vaughan & Greene. They explain can-

LATITUDE 38/JOHN

SOME THOUGHTS ON PROVISIONING

ning, freezing and drying, the theories and methods, and include step by step instructions.

An additional item that has all sorts of uses in the galley is the thermos. You can use it to incubate yogurt, keep water hot for quick snacks, soup, tea and, of course, fresh brewed hot coffee. Look for steel or all plastic thermoses — in thrift stores or flea markets if you're on a budget. One company makes a bracket to invert and convert a quart thermos to a ready dispenser; this prevents a problem we had of the steel thermos becoming a projectile in heavy seas.

I never imagined I had taken eggs for granted, but I guess I honestly had never really seriously *thought* about eggs before I took to the sea. Ask five cruisers how long fresh eggs will last and how best to store them, and you'll get five answers: wax them, coat them with vaseline, turn them everyday, waterglass them or do nothing at all. I've met people who have claimed success with each method.

The one thing all cruisers acknowledge about eggs is that the fresher they're bought, the longer they'll keep. So try to buy them direct from an egg farm, unwashed and unchilled. To most successfully carry eggs, you'll want to save up your old foam or cardboard egg cartons or buy some of the plastic jobbies at a chandlery. These cartons are important, because depending on where you cruise, you may be sold eggs in a mere rectangular box with no dividers or in no box at all. In Atona, Hiva Oa, for example, we bought eggs, 30 to the quart-sized bag and proceeded to make omelets out of half of them while launching the dinghy in the surf. Guess who forgot to bring the foam egg cartons ashore?

I've found freeze-dried whole eggs to be good and even quite tasty if you can find and

afford them. I also stumbled on a powered egg substitute product called Ener-G Egg in the health food section of a Honolulu grocery. It's been super for baking and they even give a recipe for mayonnaise on the box. One shortcoming; you can't use the stuff for scrambies.

Speaking of mayonnaise, contrary to what many people think, it is possible to keep mayo open and unrefrigerated indefinitely. We've done it for years. Just be sure you use a clean utensil to serve it up so as not to introduce any other food to the jar.

If you're a wino like me, don't forget about the boxed 4-liter mylar bags of wine that are available in the States. Not only do they help minimize the amount of glass you carry aboard, but the bags are reuseable for storing other types of liquor, hauling water, whatever. In Mexico don't overlook the *alcohol de cana*. The 160 proof sugar cane product makes super kahlua and other liquors. Just don't drink it straight!

The nutritional and physical demands of a long passage differ a lot from those when you're in port. The irregularity of sleep, the constant movement of boat and body, the off and on worry about weather / equipment / position, continuous sail changes — all these are stresses to the body that are unavoidable. Because of *mal de mer*, the crew eating at different times and the difficulty of cooking in a thrashing galley, I think we tend to eat the least well at the time we need good foods the most. For that reason, it's most important that you meal plan, by menu, at least some of the food you plan to consume underway.

For those who travel with refrigerator/freezers, pre-cooking and freezing serving portions in boilable freezer bags helps with variety and simplicity. If you're pressure canning, stow pint jars of stew, chili or your favorite one course meal nearby. Convenience foods such as macaroni and cheese, Lipton's Sauce and Noodles dinners in foil pouches and similar products — even if you don't eat them at home — can be wonderful underway.

For passages I suggest you carry a week's worth of easy, hot, one pot meals so that when the going gets rough you're not left to saltines and peanut butter for days on end. Aboard *Esperanza* we also take multivitamins during passages as well as any time we're primarily eating out of cans.

A typical market in Mexico, this one in San Blas.



FOR THE BIG ONE

How much fresh water can you carry? Will that be enough for the number of crew on your boat? Remember that in the tropics sweating and therefore the demand for fluids increase dramatically. And much more so if you sit watches in the sun or are doing a lot of sail changes or other physical activity.

We've found that in the tropics we consume three quarts a day per person as long as we're in the shade 95 percent of the time. Usually the three quarts is a combination of water and juices. This does not include bathing or cooking. As long as we have excess water, we splurge with about a cup of fresh water for hair and body rinse after our daily saltwater bath.

So generally this adds up to about 5 gallons per person each week — a little less if you supplement it with juices. Incidentally powdered lemonade or fruit juices make tank water palatable if it's gone funky. Be sure, however, that you carry at least twice



If you don't like to food in French Polynesia, you can probably subsist on cold beer. For about two weeks.

the amont you figure you'll need for a normal passage. You don't want to run out of water in the tropics if you lose your mast,

rudder or are otherwise delayed.

Dehydration is the number one health problem while sailing in the tropics, and suffering from it depends on more than just how much water or juices you pour down your throat. Since you lose sodium as well as water when you sweat, replacing just the water is not enough. Adequate salt intake is essential; you can achieve this by salting your food more than normal or by taking salt tablets. Remember that wise ol' sea captain again, who said "an ounce of prevention is worth a pound of cure". Or was that Grandma?

In the inset are a couple of my favorite underway recipes. English muffins seem to be one of our staples, as they're good food for breakfast or sandwiches or with sauce spooned over the top for dinner. Just remember not to knead, just beat vigorously in a large bowl and then add whatever goodies you like.

As they say in France, and French Polynesia: "Bon appetit."

— jo lawlor

SPECIAL

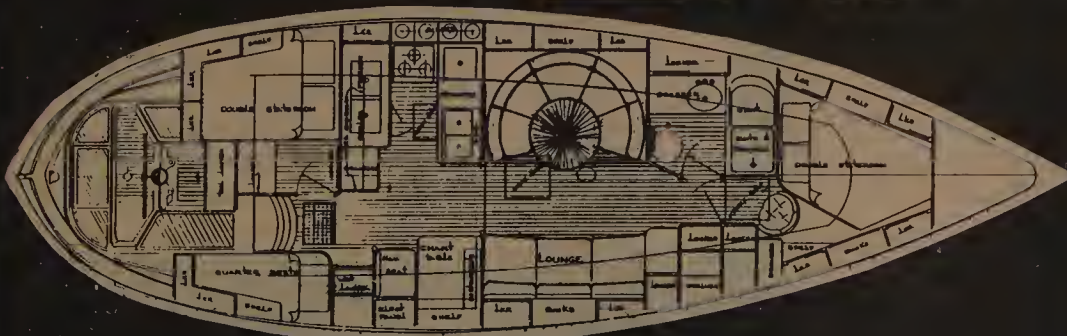
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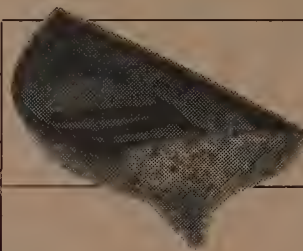
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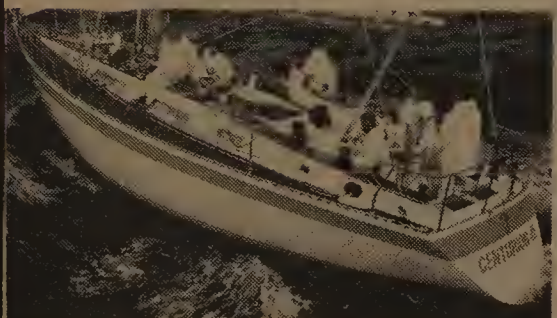
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THE RACING

In this month's expanded 'Racing Sheet', we take a look at the **720° Rule**, the **Windjammers**, the **Wallace Cup**, the **Olson 25 North Americans**, the **San Francisco Perpetual Challenge Trophy**, **505 North Americans**, the **J/29 Championships**, **Star North Americans** and much more.

THE 720° RULE

The photograph you see at right is that of the damaged port side of a Cal 29, *Dona Mia*. The damage was sustained during one of Sausalito YC's evening beer can races. The Cal 29 had been crossing the starting line on starboard when she was struck by a competitor on port.

Owner Van Sargent was hit by the bow pulpit of the other boat, while his wife was slammed around in the cockpit. Both later visited doctors as a result of the collision, but fortunately their injuries were minor. *Dona Mia*'s hull didn't fare quite as well. As you can see in the photo, the cockpit was smashed up. The hull was also cracked, in fact so near to the waterline that the sails had to be dropped so the boat wouldn't take on water. Obviously they immediately retired from the race.

The beer can race in which the damaged occurred is one in which the 720° rule is used. Under that alternative penalty system, "A yacht that acknowledges infringing a rule of Part IV may exonerate herself by making to full 360° turns (720°) subject to the following provisions:"

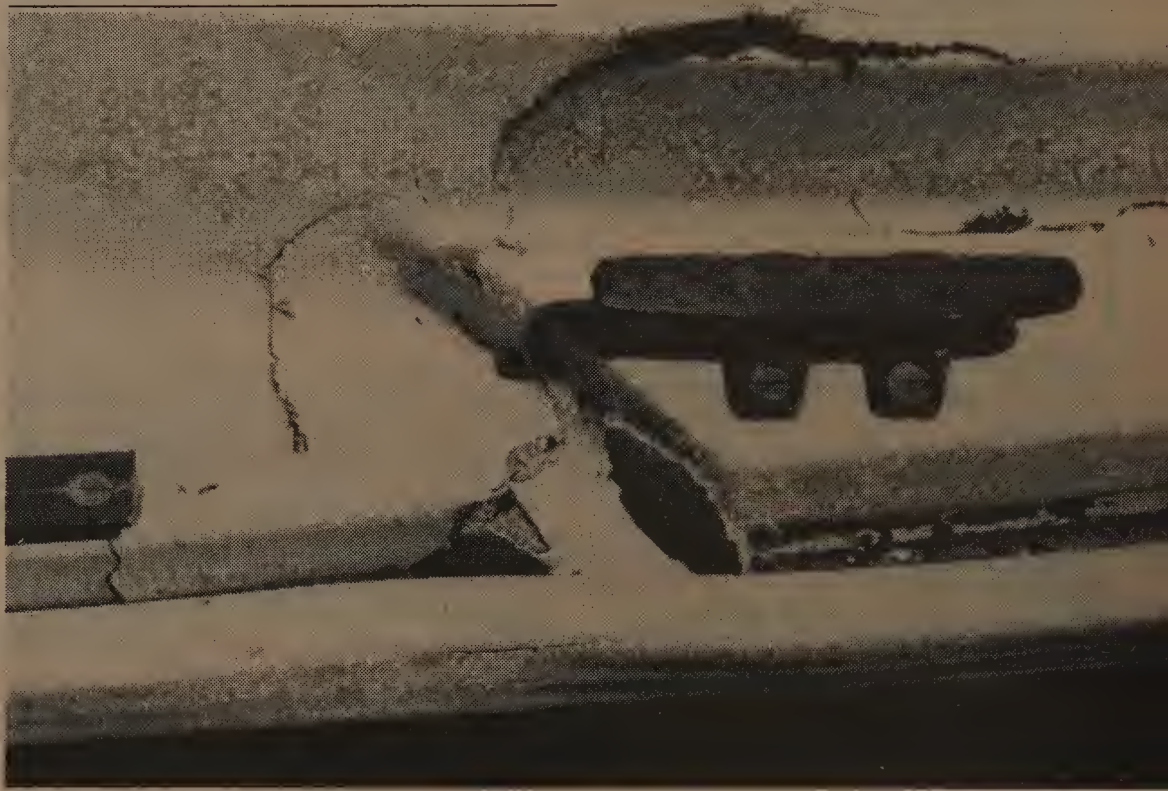
Provision 1.9 states: "An infringing yacht involved in a collision that results in serious damage to either yacht shall be liable to disqualification."

The boat that struck the *Dona Mia* did a 720°, apparently acknowledging they fouled the Cal 29. Then they continued on and finished the race.

Having been physically knocked out of competition, the skipper of the Cal 29 protested the other boat. His protest was denied. He's left with the conclusion that either the damage you see in the accompanying photo is 'not serious', or something went haywire in the presenting of hearing of the protest.

If it's any consolation, the owners of *Dona Mia* now fully appreciate the meaning of the first line in the rule book on the 720° rule. It reads: Experience indicates that the 720° turns penalty is most satisfactory for small boats in relatively short races, but that it can be dangerous for large yachts . . ."

Just a reminder to everyone: if you're involved in a collision with another boat, rac-



Minor damage on 'Dona Mia'.

ing or not, your fault or not, you *must* stand by until you have determined they are not in need of assistance. Failure to do so can lead to more trouble than you ever want to contemplate.

THE WALLACE CUP

Few people know it, but the Wallace Cup is one of the oldest racing competitions on San Francisco Bay. It's not a hundred years old, but it's probably at least fifty.

Competition for the cup is between East Bay yacht clubs. A challenge competition, this year it was sailed under a PHRF handicap system. The four boat fleet finishing within three minutes of each other on a 12-mile course; what better competition could you ask for?

Winner in the light to moderate winds that swept the South Bay course was the Encinal YC with Bill West at the helm of *Crinan*, a C&C 30. The Richmond YC with Jim Lindsey at the helm of the Newport 30, *Cygnat* was second. Richmond had won the cup last year with Bill George at the helm. Third place went to the Island YC's *Esprit* a Newport 30 driven by Bob Stephens. *Lara*,

Rod Saylor's Cal 29 from the Oakland YC was fourth.

As is proper, winning skipper West was thrown into the drink. Trophy ceremonies were delayed briefly so he could take a shower.

Oakland YC did a great job of running the race, with Ray Little responsible for one of the better turnouts in years.

THE WINDJAMMERS RACE

The skippers and crews of 89 boats proved there's more to Labor Day Weekend than being stuck in traffic and inhaling exhaust fumes. Friday, August 30 starting at 2 p.m., they sailed beneath the bumper to bumper congestion on the Golden Gate Bridge to begin one of Northern California's classic races, the 67-mile Windjammers Race to Santa Cruz.

Virtually always a reach followed by a run, this year's first-to-finish honors shaped up as a battle between the first big ultralight, *Merlin*, and Bill Lee's most recent big sled, *Blondie*. Although she started five minutes earlier because she was racing IOR, *Blondie* was never threatened by *Merlin* — who hurt her chances by being very slow getting out the Gate.

Blondie's first-to-finish time was 7 hours



LATITUDE 38/RICHARD

and 6 minutes. Almost a ten knot average, it was not quick enough to break the elapsed time record still held by *Merlin*. *Blondie* took IOR corrected time honors, followed by J. Cain's *Castro 40*, *Tsunami*, and Rolfe and Julie Croker's *Santa Cruz 50*, *Hana Ho*.

Santa Cruz 50's, long a staple in this race, have sometimes finished overlapped after the 67 miles. Thus *Hana Ho*'s four and thirteen minutes victories over *Octavia* and *Chasch Mer* respectively, was most comfortable.

PHRF I went to *Eclipse*, Arch Marez' radical ultralight that's not much more than an open 40-ft dinghy. Second was *Racy*, Lu Taylor's Santa Cruz 50, while *Naked Aggression*, Perry Matthew's Olson 30 was third. *Naked Aggression* finished a little after midnight. Like a lot of boats, she was badly delayed when the wind died just a mile or two from the finish line.

PHRF II was a battle between two Santana 35's. Hank Grandin's *Tinsley Light* outshone Wayne Moscow's *Northern Light* by less than four minutes. Interestingly enough, *Northern Light* didn't hoist her chute until 6:00 p.m., by which time she was nine miles off Half Moon Bay. She lost virtually all her wind at 11:00 p.m., taking two hours to sail the last mile. *Flashy*, owned by Terrence Pence, was third.

Express 27's dominated the 18 boat PHRF III fleet. Patrick Strange's *UXB* was first; Gary Clifford's *Light'n Up* was second; and, Jerry Huffaker's *Popeye* was third.

The dying breeze did the most damage to PHRF IV. The first boat in the 20 boat fleet did not cross the line until 3:30 a.m.; the last, *Frolic*, did not finish until 10:00 the next day. Perseverance did pay off, however, for Ray & Marcine Osborn's *Two Bits* which took first; Jim Reed's *Paddy Murphy* in second; and George Neill's *Gusto* in third.

That the wind dies near the Santa Cruz finish line late at night is no big news. In fact that's why there's a Class B group, for boats wanting to motor any 24 miles of the course they chose. Jim and Diana Jessie took this division with *Nalu IV*. A guy who has done this race many times, Jessie's strategy was to sail all the way until he was 24 miles from the finish and then motor to the line. Being patient was the right move, and he powered past many boats in a noisy charge to victory. Second in class went to Rick Gio's *Freya 39*, *Gypsy Warrior*; third was Jon Rolien's *Surprise*.

OLSON 25 NORTH AMERICANS

Although the first boats were only delivered late last year, thirteen Olson 25's

Santa Barbara's Jeff Jones in *Red Stripe*, who finished third or better in every race. Bob Farmer's *Divine Wind* from Clovis, outside Fresno, proved to be one fast valley girl and was second overall.

The rest of the fleet was so close that almost half the boats had a shot at third going into the sixth and final race. And for three contenders, it was decided on the last rounding when they arrived in a group to take down spinnakers and jockey for position.

Caught out wide and dropping to fourth overall was Sausalito's Bill Riley, driving *Pearl*. A Santa Cruz local, 911, owned by Steve Shaw and Matt Lettunich, suffered the same fate and faded to sixth behind San Francisco's *Scrambler*, owned by Kevin O'Donnell and John Ross, who came from behind with an overlap to duck inside. It was another Santa Cruz entry, however, that found the best way to settle the third place derby. *Alzora*, with Eric Bacigalup at the helm, was coaxed ahead of the pack before the final mark to earn the decisive gun.

The race conditions probably favored a Southern California boats. The two class jibs are a 95 percent and 155 percent, but for this regatta only the genoas came out of the bag. Bay Area sailors left their foulies at the dock and found out what it's like to race in



Millimeters in Richardson Bay.

went to the line in Santa Cruz for the fleet's first North American Championships held September 5, 6, and 7. Top honors went to

t-shirts and shorts. Lack of wind postponed one race for so long that Dave Wahle and his Race Committee organized a sculling heat — in which Dick Duoos of Santa Cruz in *Valkyrie* narrowly beat Bob Evans of San Ramon in *Honey's Money*.

THE RACING

Interest in the new Olson 25's attracted crew from lofts like North, Pineapple, and Santa Cruz's Larsen Sails. It's not pretty to see a grown sailmaker cry, but the fleet took the chance and long ago adopted an "anti-ringer" rule on skippers that make it strictly an owner-driven affair. The hard driving pros — in agony one minute and ecstasy the next — had to be content with tactics and trimming, as the amateurs paying the bills did their thing on the tiller.

It might have been light, but for our boat there was plenty of wind. The action at the starts and roundings was close, and the tacticians had their hands full calling the jibes on off-wind legs when the boats often split to the fringes of the course looking for an edge. Watching from his Olson 40, *Outrageous*, a bemused George Olson saw one spinnaker run in which all but two of his creations battled tooth and nail to the wrong leeward mark. Steven Smarder of Santa Cruz, a newcomer to racing, out-smarted even the ringers and drove *Separator* to the correct mark and the first victory of a promising career. The fleet was redeemed in the next race, won by another valley girl, *Make My Day* with Nat Gildersleeve at the helm, when the top five finishers were separated by less than 30 seconds.

With the backing of Olson's Pacific Boats and its Northern California dealers, the regatta was hosted in grand style by the Santa Cruz Yacht Club. You've really missed something if you've never enjoyed its oak-shaded deck and panoramic harbor view. You couldn't improve on it, but to spread the wealth the fleet may choose another site (and a mid-summer date) next year. This year's racers already can't wait for the rematch.

— john ross

Readers — Every Olson 25 sailor will immediately be able to tell that the Red Stripe we identified in Sightings as a Sonoma 30 is actually an Olson 25. But how were we supposed to know? We were driving down the freeway at 75 knots per hour when we took the photograph and didn't have time to check the minor details. And how many Red Stripes are there supposed to be anyway?

THE SAN FRANCISCO PERPETUAL



'Impact' going high but slow.

LATITUDE 38/RICHARD

CHALLENGE TROPHY

If you're looking for a race that yachties take seriously, you need look no farther than the San Francisco Perpetual Challenge Trophy. The guy who drove the losing boat just a few years back told us he couldn't believe the amount of gas he suddenly started getting from the club's membership. They themselves might not have been able to sail worth a damn, but they were mad!

If that's always been the case with the perpetual, then a lot of people have gotten upset over the years; the race has been around since 1895 when the Encinal YC's *El Sueno* defeated the San Francisco YC's *Queen*. It's the oldest match racing competition on the coast.

The more recent history of the perpetual has been that of streaks by different clubs. The San Francisco YC owned it from 1969 until 1975. The dreaded San Diego YC took it away in 1976 and held it through 1979. The St. Francis got it back with *Leading Lady* in 1980 and held it for two more years with *St. Francis VII* and *Bullfrog*. But in 1983 *Tomahawk* took it down to the Balboa YC.

Last year the St. Francis went down to Newport with the Schumacher 38, *Wall Street Duck* and beat the Andrews 39, *Impact*.

For this year's perpetual, held on

September 7, the Balboa YC returned with *Impact*, while the St. Francis YC rolled out Irv Loube's One Ton National winner, *Coyote*. Over the 22-mile course, *Impact* would have to give the St. Francis entry 15 seconds. Tom Wilson would drive *Impact* while Tom Blackaller would be at the helm of *Coyote*.

The race started with a quite a bit of south in the wind and it looked as though it might rain. *Impact* won the start, but Blackaller had *Coyote* rolling so that by the weather mark the St. Francis boat had a 40 second lead. They would hold on to a similar margin for the next several legs.

When the boats rounded No. 8, there was just a beat to Crissy, a run, and a beat back to the St. Francis finish remaining. *Coyote* rounded first, 50 seconds ahead, and headed off on the right side of the course instead of staying on top of *Impact*, which went toward shore. By the time *Coyote* had tacked back to cover, their 50 second lead had been squandered and *Impact* was just to leeward of them. "It was the classic match racing error", says Bob Barton, referring to the failure to immediately cover.

Then, to the great surprise of *Impact*'s local knowledge, Jeff Madrigali, *Coyote* gave up their cover to tack back out toward more favorable tide. The reason this is not recommended was immediately demonstrated; *Impact* suddenly got a huge lift, and since *Coyote* had tacked away, she not only wasn't there to benefit from it equally, she was getting knocked. So for the first time in the race, *Impact* had the lead.

Nobody is perfect, and on the final downwind leg, *Impact* broached, had a bad take-down and was slow getting the jib in. The result was that *Coyote* not only caught up, but by tacking in to shore looked as though they'd taken a good lead. Having done well by going way in to shore, *Coyote* went in one last time. It was one time too many. They took a big knock, while *Impact* got lifted and shot back into the lead again. *Impact* crossed 30 seconds ahead of *Coyote* to correct out by 15 seconds — and take the Perpetual back down to the Balboa YC.

Impact's local knowledge Madrigali figures the St. Francis effort suffered most from lack of preparation and practice. While the Balboa YC group had been sailing together — they even brought Madrigali down to

Long Beach Race Week for one race — and practiced on Thursday and Friday before the big event, the tricky-to-sail Coyote was getting unfamiliar crew right up to the last day.

You can't win them all, of course, and if the trophy has been around since 1895, it's sure to be around next year. It's the having to live with the disappointed club members that's hard.

505 NORTH AMERICANS

Lake McConaughy in western Nebraska was the site of the 505 North Americans in late August. The event drew 47 entries, 15 of whom decided to sail in a B fleet for older boats and new 505 sailors.

Although the wind conditions varied during the week, the team of Carol and Carl Buchan from Seattle consistently finished near the top. Their 1-1-4-2-DSQ-12 record gave them a total of 20 points, well ahead of

the JB Braun and Bill Kenney team from Marblehead.

505's remain extremely popular in Northern California, and four of the top ten teams were from our area. Jim Maloney and John Gilmour of Richmond took third; Jim Wondolleck and Jay Kuncel of Palo Alto were fourth, Jeff Miller and Bruce Heckman of San Francisco were eighth, and Paul Tara and Dave Wahle of Santa Cruz were tenth.

J-29 CHAMPIONSHIPS

Don't let anybody say that the J-29 fleet has no taste. They prefaced their Labor Day Weekend six race series with a "Chardonnay free-for-all". With an introduction like that, it was inevitable that a good time be had by all.

The six races took the 14 boat fleet all over the Bay, resulting in good tactical matches and a chance for skippers from as far away as Seattle and Marina del Rey to do a little

sightseeing. It blew hard, exactly what it's supposed to do on San Francisco Bay.

Honors went to Mike Lambert's *Blazer*, with Steve Jeppeson on the tiller. Second was Gene Connors *Decisive*, with Dee Smith driving. Third went to Mike Schaeffer from Seattle on a boat called *Dynamo Hum*. Apparently everybody knows what this last name means but us. We were told only that it comes from a song "about a woman with a problem". Fourth place went to Don Trask and Matt Ciesicki on *Smokin' J*.

— reported by Matt Ciesicki

STAR NORTH AMERICANS

If you think you've become a hot sailor, you take your act to Star boat racing. There the competition is tough.

One of those new-fangled wind-keeled Moore 30s.



THE RACING

Nonetheless a local team did well during the Star North Americans this August that drew 40 participants from the United States, Brazil, Argentina, the Phillipines, Japan, and Canada. Held in light and flukey winds off San Diego, the six race series went to long-time Star standout Vince Brun and his crew Robert Kenney from the San Diego YC. Finishing second, however, were Paul Cayard and Ken Keefe representing the west San Francisco Bay fleet. Cayard actually works out of San Diego now, but grew up on San Francisco Bay and boats.

Steve Gould and his brother, also representing west San Francisco Bay, took a very respectable sixth.

VICTORY BEFORE THE FALL

Just about everybody heard about the San Rafael-based Cal 40, *Montgomery Street's* victory in this year's TransPac. Hardly anybody heard, however, what happened on what was to be her triumphant return trip to Northern California.

Put simply, she got stumped.

Joe Guthrie, who drove the boat much of the way in the TransPac, took her out of the Ala Wai on August 1 with a crew of four. They included Wendy Schmidt, who was making her first ocean passage, and three others known to Wendy only as Robin, Michael and Howard.

Like almost all boats coming back from the Islands, *Montgomery Street* beat north into the tradewinds. The trades weren't too bad, blowing at between 10 to 20 knots. But the Cal 40, infamous as a pounder, was living up to her reputation.

Then at 6 a.m. on the 5th, some 400 miles north of Honolulu, she perhaps slammed one time too many. For apparently a shroud snapped, causing the mast to break about one foot above deck. The mast broke a second time when it struck the bow pulpit.

"Oh shit," said skipper Guthrie calmly. After a quick evaluation of the situation, he made the obvious decision: "Let's sink the whole damn rig". After about four hours of cutting, pinning and hack-sawing, they did just that.

With the broken rig out of the way, the crew set about jury rigging the spinnaker pole as a new mast. The result wasn't the prettiest thing in the world, but it worked just



TransPac winner stumped.

great. With a staysail and jib set wing on wing, it was easier to steer, faster, and more pleasant to sail than it was to motor. The only minor problem was that they couldn't see under the sails. The rig worked so well that Guthrie and crew sailed the boat halfway inside the Ala Wai basin before turning on the engine.

The last thing Wendy Schmidt had heard, *Montgomery Street* was coming home on a freighter.

HAVE ALL THE ROWDY RACERS GONE AND SETTLED DOWN?

Is the inclination to marry a communicable condition? You have to wonder given the epidemic-like number of pairings involving many of San Francisco's best young racers during the last 45 days. The following, for example, are merely six cases we learned of in one 15-minute span.

In early September Kenny Keefe tied the knot with Kerry Burgess. Besides being the individual responsible to see that San Francisco's Twelve Meter gets together and to Australia in cup-winning shape, Kenny has long been one of the most sought after crew on boats between 20 and 80 feet. His next big racing project is winning the Star Worlds this November in Nassau with Paul Cayard.

Like Keefe, Cayard is a former St. Francis junior sailor who has gone on to firmly establish himself in international racing. And

like Keefe, Cayard just got married. His bride is Icka Petterson, daughter of Swede Pelle Peterson. Pelle has long been a top helmsman in Stars, Six Meters and Twelve Meters. Paul and Icka were married in Sweden on August 12 during a break in what's been an unbelievably hectic sailing year. Cayard drove *Nitissimi* to second in class in the SORC; he won 3 of 5 races in the Star Bacardi Cup but dropped to 8th because of an infraction; he took fourth in the Six Meter Worlds in Europe; he won the Star Spring Championship; he was second in the Italian IOR championships on *Brava*; he sailed *Sidewinder* to third in the Admiral's Cup Trials; he slipped to fifth in Stars at Kiel by virtue of another infraction; in the One Ton Worlds the boat he was driving was dismantled; he drove *Sidewinder* in the Admiral's Cup; he got married in Sweden; he drove the 72-ft *El Morro* in the maxi championships in Mallorca and took second in the Star North Americans. Here at the Big Boat Series he drove *High Roler* to two bullets in the first two races.

Cayard figures he's racked up 150,000 air miles since the beginning of the year. Having built up so many frequent flyer credits, he was able to give his Star crew Kenny Keefe and Kenny's bride a free trip to Europe. Are you junior sailors taking note of the opportunities available to those who excel?

Back to the altar. October 6 is the date for Steve Jeppeson, a very fine driver who works out of the Sobstad loft, to go down the aisle with Adele Surtees, daughter of Dennis Surtees. October 6 is also the day for Steve

WENDY SCHMIDT

Enzensperger to say "I do" to Collen McKimmie. Steve keeps *Damn Near* and a host of other boats in racing condition.

October 9 is the date for Jeff Trask and Tracy Cleveland. Jeff crewed on *Checkmate* in the last Clipper Cup and is a big J sailor — his father Don is the dealer.

And a little bit further down the road, Jeff's sister Jill will be married to Dave Hulse. Hulse, in addition to being another superb driver, builds grand prix masts at Hulse Spars in Alameda.

Congratulations to all of you. Our advice for marital bliss is simple: don't hang around with guys like Steve Baumhof. Just kidding, Carla.

RACE SHEET CONTRIBUTIONS

Is your racing event not getting enough press? The *Racing Sheet* wants to help solve that problem. We'd be delighted to feature your event or class in these pages. And that goes for minor events, too. Reading about rock stars is fine, but we'd like to acknowledge some of the victorious boats in the South Bay, Santa Cruz, Vallejo — everywhere in Northern California.

All you have to do is send in a little report — see the one in this issue on the Olson 25 Nationals for an excellent example — and maybe a black and white picture. We can't promise we'll get all of every report in, but we'll do our best. Send your report to: The Race Sheet, P.O. Box 1678, Sausalito, CA 94965.

Got a little story or other interesting information about sailboat racing? Don't be shy, send it on in. There might even be a Roving Reporter T-shirt or two in it.

GUADALUPE ISLAND RACE

The Pacific Singlehanded Sailing Association reports that as of the entry deadline they had received entry fees from eleven boats for their 630 nautical mile race from Marina del Rey to Guadalupe Island and back. That race will begin on October 26 off Marina del Rey.

Of the eleven entries received, six were for singlehanded boats and five for doublehanded. Two entries are back for a second go at the race. Deloyce Alcorn returns with *Full Tilt*, a Capri 25 he sailed to victory last



'Montgomery Street's jury rig.

year; Carl Busse returns with his 52-ft ketch, *Eos*.

Chuck Kite will use the race to prepare for the next year's BOC Singlehanded Around the World Race. He'll be driving *Flier* a Bill Lee 40 owned for many years by Rod Park under the name *Panache*. A father and son team, Nick and Daniel Barran will be qualifying their Yankee 30, *Kairos* for next year's Doublehanded TransPac.

Guadalupe Island is located about 150 miles off the coast of Baja. Jim Provost's *Loco Viente* will be stationed there for radio duties and if there's need for assistance. The race is expected to take one week.

THE MEXICO RACES

The picture on the following page was taken during one of the Mexican races we've done. There's something inspiring about it that reminds us how much we enjoy those runs to *mananaland*. If you get the chance, — or can make the chance — we highly recommend that you do.

There are two races down to Mexico this season. The first is the Long Beach YC's dash down to Cabo San Lucas, a race that starts on November 15. Then on February 8, the San Diego YC starts its substantially longer dash to the luxurious Las Hadas resort in Manzanillo.

Both of these races are held every other year. The Long Beach YC's race went to La Paz until 1981, when participation was

down to a dismal 13 boats. In 1983 they ended the race at Cabo and attendance leaped about 300 percent. With all the big sleds around, it's likely that they'll be another big turnout this year.

The Long Beach YC race to Cabo is the only race to Mexico with a PHRF category. For entry information, call (213) 598-9401.

San Diego's Manzanillo Race had a good turnout of big boats last time. With Nick Frazee's ultra-successful Nelson/Marek maxi *Swiftsure* expected to head the entry list, there's certain to be another large turnout in 1986. This race is open to IOR-rated boats only. Call (619) 222-1103 for entry information.

RACE NOTES:

Hal Nelson of Alameda reports that he's recently purchased a maxi rating ultralight, a MacGregor 65 he's named **Zeus**. No used boat, this one is right out of the box. The MacGregor 65's were very successful in one Mexican race last year, but because of their high IOR rating not a single one entered the TransPac. Hal has it figured out so his 23,500-lb 65-footer can rate 75.5 as it stands; or 65.5 with a smaller foretriangle for San Francisco Bay; or 70.0, the TransPac minimum, with a shoe on the keel.

Hal's definite about future plans for the boat; "I want it to be the fun boat on the Bay". Exactly how to have that fun is something he's still undecided on. Perhaps he'll do the Pacific Cup Race from San Francisco to Kauai next year, but he's heard rumors that **Blondie** will be doing the Oakland to Catalina Race, and he'd love to have a crack at her.

Hal's a previous winner of the Catalina Race with **Axel Heyst**, a boat he'd now be delighted to sell to you.

On September 21 the San Diego YC and the Sail America Foundation for International Understanding commissioned their new Twelve Meter, **Stars & Stripes**. What we can't understand — perhaps the Foundation for understanding can help us out here — is why they would choose to launch their boat on the final day of the west coast's premiere sailing event, the St. Francis Big Boat Series.

The Sail America Foundation also reports that they've signed on three new licensees;

THE RACING

Buck Knives, Kool Kups and RuggedWear. All will produce a variety of products for which the royalties will help defray the \$12 million needed for the challenge. We think Buck's product will be a hot seller; it's an "executive knife". Given today's business climate, however, we're certain they'd do even better with an executive machete.

Knives or machetes, after a September 22 race and San Diego, *Stars and Stripes* heads for practice off Honolulu.

The American team of *Sidewinder*, *Sleeper* and *High Roler* didn't exactly set the **Admiral's Cup** competition afire. They finished ninth in the 18-team field for what's still considered the most important — while certainly not be the best — ocean racing competition in the world. It wasn't so much that the team was slow, as that it lost a protest, went aground and had countless serious gear failures.

Even with the disappointing finish in the Admiral's Cup, the United States managed to be runner-up for the **Champagne Mumm World Cup**, a trophy that is awarded for the three best aggregate team scores from five international series, including the Clipper Cup, the Southern Cross, the Sardinia Cup and the SORC. New Zealand won the cup after fine showings at the Southern Cross, the Clipper Cup and the Admiral's Cup.

Local girl does well. Melissa Purdy of Belvedere took 5th place in the **National Junior Women's Regatta** sailed in late August on Lake Ontario. Pam Pennell of Coconut Grove, Florida won the event easily, which was limited to women under 18 years of age and sailed in Laser Radials. Beth Marangola of Thousand Oaks finished a close second.

Vince Lyddane and Will Sharron of Palo Alto took four bullets to win the **Day Sailor Northern California** championships that were held in Palo Alto in late August and early September. Bill Fiock and John Zevely from Santa Cruz finished second; Ivan Rusch and Karin Kulsar of Palo Alto were third.

Bruce Munro of Redwood Shores won the **Millimeter Championships** held August 16 to 18 in Richardson Bay. The Millimeter

The often light and warm winds found off Baja make many Mexican races great opportunities to work on that winter tan.



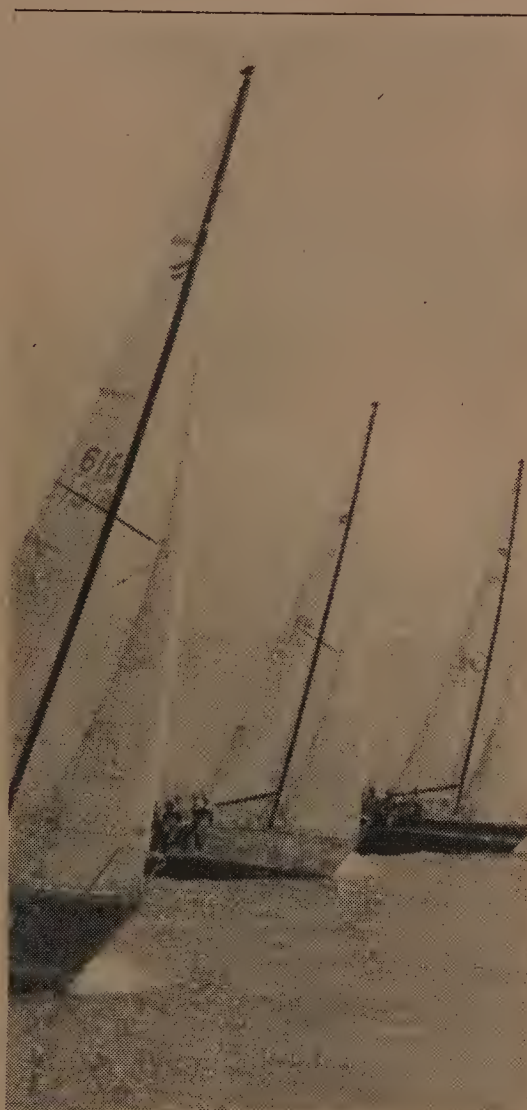
is the boat that looks like a miniature Twelve Meter, a boat you steer with your feet. Second place went to Pax Davis of San Carlos with Randy Smith of Oakland third. Munro, who formerly owned *Leading Lady* and was skipper of *Charley* when she won the 1983 TransPac, had to beat some top competition to take the event. For example Pax Davis has been a top racer for 40 years and Randy Smith is the midwest Laser champ. Other competitors included Jim Warfield, Bob Smith, Mercury champ Dave Huggins, and El Toro National Junior champ John Sweeny.

MORA's **Ocean-Vallejo Race** is nicknamed 'Horace's Revenge', because its originator, Horace McKerrow, tired of the long trip home after every MORA race. So he arranged to have one end in Vallejo, which naturally is called Ocean-Vallejo. In last year's race we reported that Horace had been hoisted by his own petard. Every single boat finished before midnight except Horace's; his got caught in light winds and contrary currents near the entrance to Mare Island Strait and did not finish until nine the next morning. Horace's streak of bad luck in his own race held out again this year. It's true his boat won its division, but Horace was back east at his mother's 100th birthday party and missed the race. There's always next year.

Top honors in this year's Ocean-Vallejo went to Buzz Beckett's *Express 27*, *New Wave*. Bryn Meyer's always well-sailed *Santa Cruz 27*, *Hot Flash* was second. The Mancebo 30, *Bloom County* with Cliff Stagg driving was third. *Bloom County* covered the 52-mile course in 7 hours and 33 minutes, which informer John Dukat believes is a new course record.

The Severn Sailing Association team won the **Adams Cup** competition — emblematic of the U.S. Women's Sailing Championship — in late August on Lake Michigan. They comfortably bested teams from the seven other USYRU districts. Although the St Francis YC team of Pam Poletti, Jennifer Dunbar, Rebecca Ravizza and Louisa Simms finished a disappointing seventh, they did take a first in the 6th race. The Chicago YC hosted the event which was sailed in J-24's.

The **Sears Cup**, which is the U.S. Junior Championship, was won by the team representing the St. Petersburg YC. Sailed in



Hawkfarm Nationals.

J-24's at Annapolis, the Richmond YC team of Seadon Wijsen, Hogan Beatie, Jolonda Rommelse and Peter Molar were fourth.

Late August San Francisco Bay and the St. Francis YC played host to the United State Yacht Racing Union's (USYRU) first-ever **Boardsailing National Championship**. Thirty-three 'champion of champions' from across the country were invited to compete. Top honors went to Scott Steele of Annapolis. He finished first in the triangle, first in the long distance, and third in the slalom. These competitions were weighted 60 — 10 — 30.

Mistral supplied identical brand new boards for the competition, which was held in 15 knot winds over a four day period. Steve Willrich of Palo Alto was the top Northern California finisher in fourth place. Bart Hackworth of Tiburon was 5th, Chris Radkowski of Palo Alto 8th, John Callahan of Piedmont was 9th, and John Radkowski of Palo Alto was 10th.

Santa Rosa Sailing Club had 53 entries to

their **Labor Day Regatta**. Pelican honors went to Bob Jones; sailboards to Mark Bussard; Daysailor to Duane Erwin; Laser to Bill Scharf; keelboat to Gordon Amrein's Chrysler 22; HI HDC to Larry Morris' Venture Cat; and, Lo HDC to Paul Bussard's Hobie 18.

Labor Day Weekend was also the time for the **Wylie Weekend**, which included competition for Wylie 34's, and Wylie Wabbits as well as the Hawkfarm Nationals.

George Kiskaddon's *Echo* won the five race **Wylie 34** competition by just three-fourth's of a point over Jim Gregory's *Magic*. George Kramer's *Killer Duck* was third.

In the **Wabbit's**, *Ricochet* easily took honors with three bullets in the three race series.

The **Hawkfarm Nationals** were a little more elaborate. They consisted of five races all over the Bay, including one that took the fleet out to Point Bonita and back to the Berkeley Circle start. Pat Vincent's *Mercedes* took honors, with 4 wins and one 3rd. *Cannonball* was second and *Nighthawk* was third. A victorious Pat Vincent said this year's series will long be remembered not for who won or lost, but for that fact that during the long race Greg Paxton became the first person in the ten year history of *Mercedes* to ever do a banana split.

The **J/24 Pacific Coast Championships** were held in San Francisco Bay on Labor Day. The 25 boat fleet sailed a five race series that was completely dominated by Jeff Madrigali on Helmar Sowizk's Sowizk-cited. The crew included Terry Smith, Rich Matzinger and Steve Long. After winning the first four races, Sowizk-cited sat out the final race. Madrigali reviewed the individual races as follows:

Race one — "We passed them on the run."

Race two — "We wiped 'em, a 2.5 minute victory."

Race three — "We were over early, but we marched and charged back. We finally won a wild gybing duel with the well-sailed 'green boat' and then held on to win.

Race four — "We ground 'em down on the windy reach."

Sounds so easy, doesn't it? Madrigali explained his secret to success as follows: "We were heavy, fast and the sails just right." Spoken like a true sailmaker.

LATITUDE 38/JOHN

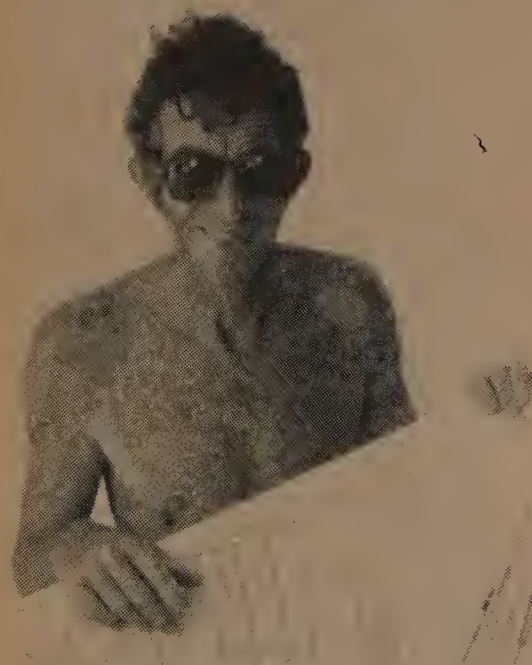
CHANGES

With reports this month from **Wild Spirit** in Bora Bora; **Illusions** in the South Pacific; **Tara** in Huahine; **Enchantress** in Greenland; **Sunshine Two** in Santa Cruz; **Falls O' Clyde** in Papeete; **Dulcinea** in the U.S. Virgins; **Empyrean** in Bora Bora; and **cruise notes**.

Wild Spirit — Wylie 36 **Peter Sutter** **Bora Bora** **(Sausalito)**

Well, latitudes have sure been changing with *Wild Spirit*. We are now moored at the low rent end of the quay in Papeete, Tahiti. Since our last letter we spent six weeks enjoying the wonders of the Marquesas, including every no-seeum bug there. And let me tell you, they are all alive and quite well, living as they do on the blood of visiting cruisers. We visited Hiva Oa, Tahuaatu, Ua Pou, and Nuka Hiva and anchored in almost all the little coves. The people were just great; friendly and most generous with fruit and fish.

My high point in the Marquesas was



File photo of Peter Sutter.

meeting Daniel of Daniel's Bay, Nuka Hiva. He guided us up to the famous falls in his valley, (actually owned by his wife Antoinette). A famous wood carver, before we left Daniel gave me a small Tiki he had carved. He wanted only a bottle of cooking

oil in return. I sure brought him that — as well as a couple of t-shirts. Antoinette is kinda heavy and you might say well endowed. She was sorta coming out of her Hinano Beer t-shirt. Now she is well covered up in her brand new Easom Boat Works t-shirt, which had been a wee bit large for me.

We sailed from Nuka Hiva to Taenga Atoll in the mid Tuamotus. It was a bit late in the day when we arrived and being a bit gunshy of the Pass, we let draw again and sailed off for Makemo Atoll which we entered at 0800. Everything written relating to timing one's entry into these passes to coincide with either slack water or inbound current is certainly right on.

There are two methods for timing the tides. One is use the tidal data published in the U.S. Pacific Islands Tide Book. This gives you the high and low for Apia, Western Samoa and corrections for three atolls in the Tuamotus: Mangareva, Hao, and Rangiroa. As it's such a great distance between, I made a graph using latitude on one axis and the time difference on the other axis and then plotted the atolls we were visiting on the graph. This worked fairly well, but had its inaccuracies depending on wind and swell.

The other method is computed by times applied against moonrise, moonset and the moon's lower meridian passage. This I found good for one atoll but no good for the next.

Anyway, we certainly enjoyed our month or so in the Tuamotus and if I had it to do all over again I'd spend a lot less time in the Marquesas and much more in the Tuamotus — which incidentally are pretty much bug free. We spent three weeks at Makemo, snorkeling, fishing, and visiting with the locals. What superb, friendly people! I became really good friends with one old fellow that kept giving me some kind of a local drink that was laced with something. I finally found out what the concoction was: a kind of fruit punch spiked with Eau de Cologne. Wow! No wonder it tasted like gasoline!

We sailed from Makemo to Rangiroa pass-



ing close by some of the atolls during daylight. We wished we could stop, but as we were to meet a friend, we had to keep moving. Lesson learned: don't make appointments when cruising.

Rangiroa is full of hotels, autos and yachties; so after the solitude of Makemo we were a little disappointed. It was, however, pretty nice to belly up to a bar again and have my martini filled with rocks.

At Rangiroa there is an atoll within the atoll they call the Blue Lagoon. It is on the western end of this huge atoll but with very poor or no protected anchorage. We sailed down there anyway and after dodging numerous coral heads finally noticed a local standing on the reef waving us to him. We ventured over, picked him up, and he anchored us in the only safe (questionably so) anchorage there. Our anchor was on a shelf



Annie Sutter's artistic rendering of the Hotel Oa Oa, a cruiser's favorite.

of the reef in 12 feet of water; a bow and stern line held us in a tiny 60-ft deep pond. I almost chickened out and left, but as night was approaching we stayed. That night the man's two sons took my son Dave out spear-fishing; they came back with about 50 lbs. of grouper, reef trout, and a parrot fish which was delicious.

The next morning we toured the lagoon which was fantastic and some of the best snorkeling we had. The lagoon is about a mile in diameter and completely surrounded with palm covered motus. It's well worth a visit but choose your weather with care.

About sharks. Wherever you swim or snorkel in the Tuamotus you're going to see sharks. I jumped out of the water when I saw

my first one. After that I would get out when I saw more than two or three. There are certainly big ones around; many of the locals have been badly bitten and the teeth marks and scars are readily visible. However, I saw none longer than about three feet.

I was amazed at the choice of canned food, etc. in the stores in both the Marquesas and the Tuamotus. Expensive but it's sure all there. Plenty of beer, wine and whiskey, eggs, some fruit, but very few fresh vegetables. There are a couple of vegetable gardens in the Marquesas which sell excellent produce direct.

Here in Papeete everything from food to marine hardware is available. It takes a little digging but most anything you want is here. One certainly learns to appreciate our smog controls in the U.S. when walking about this city. Too many cars and no smog devices. In

about ten years the city has doubled in size and population. It's so big now that they are planning a whole new city to be built at Port Phaeton. Some folks may not realize it, but Papeete is a very commercial seaport city with huge container ships in and out, copra boats in and out, and a large naval base.

I want to mention the copra boats. A really good way of visiting the Tuamotus and the Marquesas is to book passage on a copra boat. You visit about ten of the Tuamotu atolls (five going out and a different five returning), and all of the Marquesas Islands. You must bring your own bedding, knife, fork, spoon and plate. You rent a pad and sleep on the afterdeck, enclosed with canvas



Some cruisers have stayed in the South Pacific so long they've become petrified.

curtains, along with the rest of the passengers. It's a great trip, the food is good, and it's quite cheap. The ships are mostly two hatch steel vessels between 150 and 200-ft long. They deliver supplies and pick up copra and fish for Tahiti. Each one has a store in it and the islanders come aboard to purchase everything from flour to cotton yardage.

That's it for now folks. We'll sail to

CHANGES

Moorea, Huahine, Raiatea-Tahaa, and Bora Bora, before taking off for points west. As the French folks say: "Agreez, je vous prie, L'expression de mes salutations les plus distinguées". Which means: "Please accept the expression of my most distinguished greetings" or, as we Americans put it: "very truly yours".

— peter "everyday is saturday" sutter
8/20/85

Enchantress — Schooner
Klaus & Ute Rabe, with
Shawn Kerri and
Svend-Henrik Geoved
Southeast Greenland
(San Francisco)

We arrived yesterday at 60° 02'N — 43° 07' W after passing through Prins Christian Sund to get to the east coast of Greenland.

Shawn, our female crewmember from San Diego, went swimming today at the foot of a glacier. The weather has been unbelievable!!

We visited two Inuit (Eskimo) villages, Nanortalik and Augpilagtoq. We've also sailed through untouched wilderness of spectacular mountain formations, thousands of feet high, with glaciers and waterfalls, dodged ice chunks and seen thousands of icebergs.

At Julianehaab our repairs were done for free, we pigged out on Danish delicacies, ate whale meat and local fish specialties, had an interview for local television and met Elko Kasemeir, who was the first man to singlehand a powerboat around the world.

There is only one way to describe Greenland: spectacular! To our knowledge we are the first yacht from California to visit. Are we right?

From here we sail to Iceland, Faroes, Norway, Sweden and Denmark.

— klaus and Ute 9/14/85

Klaus and Ute — That's a magnificent voyage you're on. We'd love to get a detailed report.

We're not sure, however, about the single word you selected to describe Greenland. We came within a couple of miles of the

Greenland shore once, and the word that occurred to us was: frigid. It didn't upset us the least we were on a 747. Seriously, we think what you're doing is fantastic.

Sunshine Two — Young Sun 35
Harry and Jackie Nickerson
Santa Cruz
(Redwood City)

This is just a short squawk from the pelican-tern twosome, conveying lots of anchovies to all the birds at the Peninsula Marina who helped ready *Sunshine Two* for our 15 month migration.

Particularly large anchovies to Joe and Gail Fraley for that soaring take-off party, also to that old seagull Brill Bromley who tightened up our tail feathers, to Rich Ucelli who put the bones in place, and to Al Caesar for supplying the last minute long distance feathers.

We arrived at our first stop, Pillar Point Harbor with our feathers all a flutter because the iron wing was in a sling. But the harbor crew there extended their usual outstanding hospitality that included a short tow. An electric heart transplant got the old blood circulating in our iron wing and now she works good as new. We would have tapped the canned lightning, but it required a 120V 50A connector.

Pillar Point is a great place to start out for folks beginning their cruise. You can anchor for free in the harbor or tie or use the guest docks which have the lowest fees on the California coast. And the food is good; try omelettes at the Red Robin Cafe and the calamari tempura at the Fishtrap.

We have since gone on to Santa Cruz, which has been sunny and accommodating.

— harry nickerson

Falls O' Clyde — CT-41 Ketch
Mike Quandt & Tracy Lucast
Papeete, Tahiti
(San Diego)

"Two roads diverged in a wood, and I took the one least travelled by, that has made all the difference".

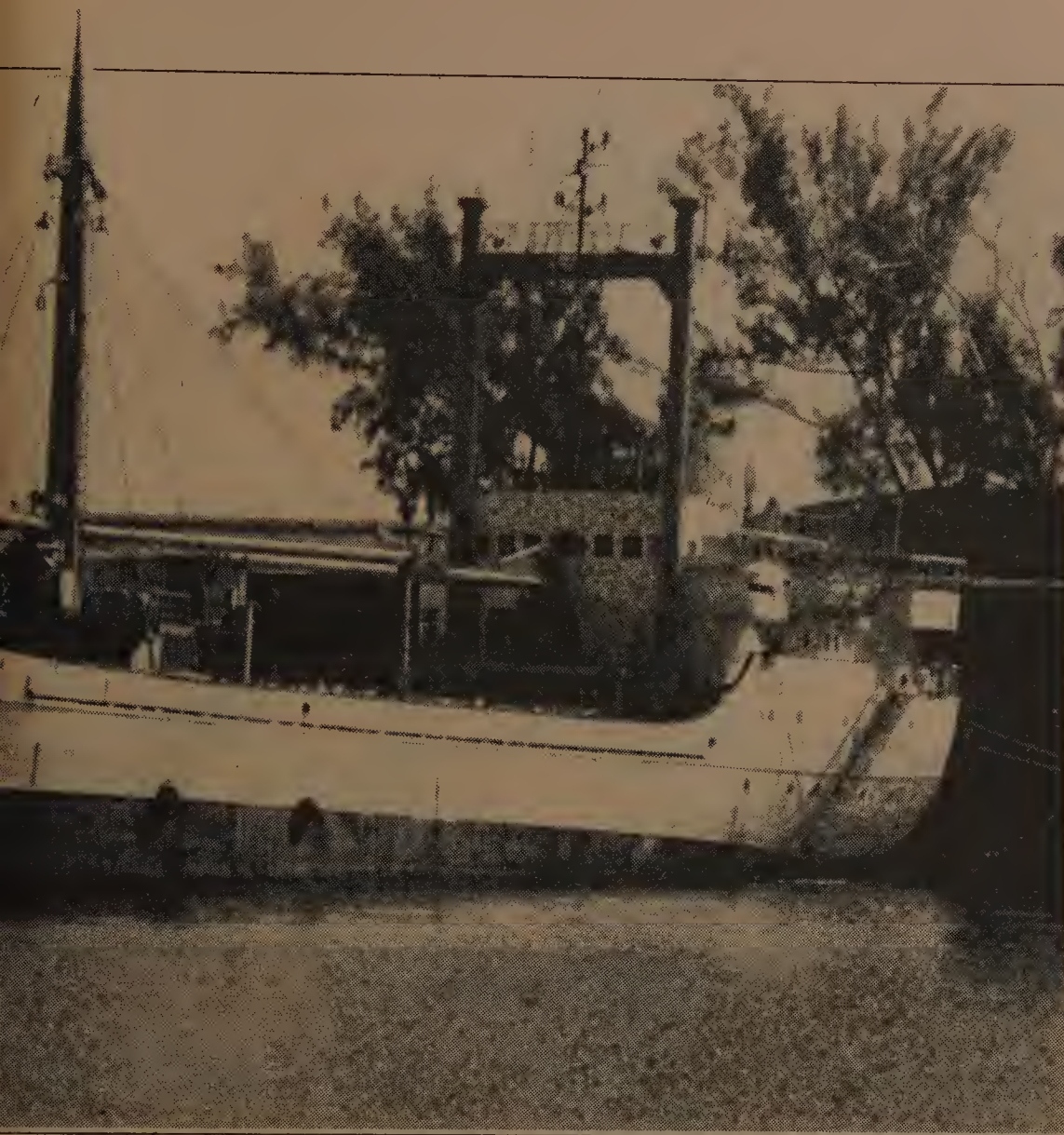


We're having fun and find that Robert Frost has been correct.

Just one paragraph into our very overdue cruising letter I paused long enough to gorge on a homemade chocolate milkshake with a fellow chocoholic. It's a great mood elevator when you're firmly ensconced in the bowels of Papeete, trying to write a cheerful letter on travel plans with one hand while the other is removing your transmission. (The latest is a series of 'waypoints' in our journey).

Filling in the blanks, I should mention our sailing introduction to the southern latitudes included an onboard *tamure* dance lesson. You see four nights from our first landfall, the forward half of our main boom (our upper body) was prevented from motion while the aft half (our lowerbody) made wild and exotic gyrations in an unsuccessful effort to destroy our sail. Believing we deserved a vacation from our vacation, it was decided that we should go without and add the boom to our Pago Pago Project List. You know, it's the list you only pull out when you need to add something else to it.

After some R&R in the Marquesas, we enjoyed three weeks in the Tuamotus on the



Want to see some of the more out-of-the-way spots in the Tuamotus and Marquesas? Peter Sutter recommends a copra boat.

atoll of Ahe. This turned out to be our picture of paradise come true. At Manihi we managed to survive a quadruple polynesian wedding ceremony and the sit-down dinner for 600 — this at the invitation of our adopted Ahe family.

Bowing down and keel-kissing the coral reef at the pass goodbye, we realized that the dreaded and highly contagious disease of Polynesian Paralysis had crept aboard our ketch. Fortunately we had an unusually benign sortie to Tahiti and arrived fully armed for the Fete celebration and the Fourth Festival of Pacific Arts. The latter is a quadrennial event here in Oceania and should be added to everyone planning guide.

Since our plans didn't involve too much more downwind sailing for a while, we reluctantly faced the chore of replacing the boom while in Papeete. Our little deuce coup generator couldn't quite handle the goliath tools required, but our 'good guy' nominee, Warren Ellacote, was kind enough to let us

plug in and upsurp space in his yard for a couple of days to get things rolling — at no cost. Finishing the project at the high rent district of the Quay was no problem. Well, we did get quite an earfull of advice from all the curious yachties out for their daily run to the *patisserie* and had to refrain ourselves from walking around the main mast and standing up too fast where the boom "used to be".

Figuring things were under control, we bid adieu to Tahiti and headed out for Moorea only to discover heavy vibrations in the motor just outside the harbor. Sooo, we tiptoed back in and dropped the hook long enough to discover broken bolts in two motor mounts. With the help of two dinghies and a few hands, we slipped neatly into the low rent district and parted with a few more francs for repairs, and had a few more farewell dinners with old and new cruising friends. Then . . . we decided on a test run to Moorea, only to suffer the embarrassment of being towed in again after losing the transmission one-quarter mile out on a windless day. Oh yes, I forgot to mention the leaky wrinklebelly in the exhaust (one year

old) that got fixed after the motor was mounted again. Needless to say the fellows at Immigration don't smile at us any more.

To keep a proper perspective in paradise it's necessary to remember the adage "wherever you go, there you are". It also helps to have made many friends you hate to part from, even if they do wonder how you ever made it this far. So with our get-well card pinned in constant view, we hope to high-tail it outta here in our own immutable fashion and see the world — at least as far as Hawaii where we'll have to feed the kitty and, heaven forbid, look at that Pago Pago list again.

P.S. We miss *Latitude 38's*! I'm sure if I could pin the skipper down, he'd give you exhaustive details on the ins and outs of repairs in Papeete. But being a man of few words, the annotated map (provided by the tourist bureau) will have to do. My only addition would be that whereas the cost of living here is double that of our Mexico experience, repairs have not gouged us too badly and we've had incredibly good luck with knowledgeable and honest local labor when needed and unequalled friendly assistance from fellow cruisers. Incidentally, we finally made it to Moorea on our third try — with everything working properly and are enjoying a nice rest in Robinson's Cove.

— tracy 9/22/85

Dulcinea — Bounty II Warren Stryker Charlotte Amalie, USVI

May Allah assassinate all enemies in your path!

I just finished *The Haj* and practically drove Rosa off the boat. You remember Rosa, she used to live on *Revenante* in Sausalito back when I had the *Bounty* there. She has her choice of four different houses or condos to stay in all the time now, so it's not too bad. Today is Sunday and I'm just hanging out on the boat reading while it rides at the mooring.

I've been managing Shoreline Marine since May — in addition to selling real estate and doing appraisals for Chase Bank — as

well as overseeing another marina on the east end in my spare time. Having all this work is the only way I can keep out of trouble.

The most important things in life, however, are under control: the bottom of my boat is smooth and clean. Fortunately all of my illnesses are mental and can be dealt with. Physically I am as fine a specimen ever, as least in the places where it counts.

Every so often Rosa works on a Sunday, which is the reason I'm not out ruining everyone else's daysail. *Dulcinea* is moored at Water Island and I do feel like I'm in paradise. With access to some powerboats, I'm doing more snorkeling and diving — this area is rich!

Brother John is back in the States; he takes so many vacations he's hard to keep track of. He's got some real estate down here and bought an acre next to mine on the northside. Women? It's like Marin County all over again. Nonetheless in the really important matters in life he's still a failure — he can't beat the Bounty with that S&S 38 no matter how much money he dumps into it.

I sailed with Charlie Herndon on his Freya 39 to St. Martin earlier this year. Because of the squalls we got to sail part of the way downwind — against the prevailing trades. Charlie is back with Molly again, like a lot of couples they seem to be a lot closer now that their divorce was finalized. Charlie is still making noises about opening a law office, but who knows? I like the guy, he's a neighbor of ours up on the northside.

Best wishes to everyone there from Rosa, John and myself.

— warren stryker 9/8/85

Illusions — Cascade 36 Dan and Alison Winslow South Pacific (Portland, Oregon)

We arrived in Iles Marquises May 20, glad to have a 24-day passage from Cabo San Lucas behind us. We were surprised to find about 20 boats anchored at the village of Atuoaa on the island of Hiva Oa. They were mostly French with some from New Zealand and the U.S. We were even more surprised

Lawyer in love; John Stryker in the Caribbean, displaying those often imitated but never duplicated "Marin moves".

to find a fairly modern village of motorcycles, 4 wheel drives, a snack bar, suburban U.S. style housing and of course a VCR rental shop.

During our passage the southeast trades and associated current really helped. The boat averaged 100 mile days for 15 days north of the equator and 144 per day south of it. A major obstacle, other than the very unsettling and obnoxious seas and swells, was a mind numbing region of the earth referred to as The Inter Tropical Convergence Zone. The zone 'had' us from about 11° north until 5° north. There was little wind, very high humidity and always a squall close by. Some squalls would have winds of 40 knots and some two hour ones

would have only a few gallons of rain. Sail changes were too frequent here and rest not available. The infamous "cruising boats" were coming into sharp focus.

However, without cruising blues there wouldn't be cruising highs. The landfall at Iles Marquises was such. The official check-in to French Polynesia proved effortless and was accurately described in a previous *Latitude 38* article. During May the bond was \$800 per person for U.S. citizens. Having often read of the importance the French pay to a neat and tidy appearance, it was comforting to be processed into French Polynesia by a gendarme wearing a t-shirt, shorts and without shoes.

After six weeks at Hiva Oa, Fatu Hiva, Ua Pou and Nuka Hiva, we sailed the 500 miles to Rangiroa. This largest atoll of the Tuamotu archipelago offered the first flat



LATITUDE 38/RICHARD

water anchorage since we left the inner harbor at Cabo San Lucas. The turquoise water in the lagoon was 82° and visibility ranged from 50 to 100 feet. Fighting the temptation to spend the rest of our lives at this place, we left after two weeks for Tahiti.

The 200 miles to Papeete turned into a hard beat to weather. It never gets easy. Marlon Brando's island, 30 miles north of Tahiti and very close to the course between Rangiroa and Papeete, kept wanting to do a godfather number on our trip. A U.S. boat had grounded on the atoll one week earlier while making the same passage. A tug from Papeete was able to pull the boat free with little damage to hull or crew.

Papeete has been a welcome change in latitude after the isolation of the ocean passage, Marquesas and Tuamotus. Everything is available and arriving continuously via container vessels. The supermarkets and shopping centers are comparable to those in U.S. and more are being constructed. There's even a freeway down here that's about three miles long.

The costs of cruising in French Polynesia haven't been too high. Currently, July '85, the U.S. dollar converts to 154 French Polynesian francs. (The formula is 18.18 multiplied by the French franc.) Prices, in Polynesian francs, run something like this: canned corn beef: 210; canned butter: 192; french bread: 35; lettuce — one head: 200; coffee — 1 lb.: 650; green beans — 1 lb.: 200; milk — 1 qt.: 140; bananas — 1 lb.: 50; oranges — about 3 lbs for 2400 (out of sight); beer, 1/2 litre: 110; red wine, 1/5th: 360; bulk red wine, litre: 200; liquor, 1/5th: at least 2000; and marine hardware is comparable to U.S. retail prices. Outside of Papeete very little fresh food is available in the stores. Trading with the local for fresh fruit is sometimes possible.

We're apparently getting ready for the Moorea, Raiateau, Bora Bora circuit. It should be great. I haven't seen hide nor hair of Gardiner McKay (*Adventures in Paradise* fame) but, maybe he's on up the road.

P.S. I enjoyed your write-up on the Sea of Cortez Race Week.

— dan and alison 7/20/85



Cruise on \$175 a month. Jim Apple, lobster on lap, tells how next month.

Tara of New Zealand — Newport 30 Darryl Thomas Huahine, French Polynesia (New Zealand)

I'm writing from the lagoon of Huahine. I hear that my last message, sent from Honolulu, was published in the July issue but I have yet to see a copy. During my trip back to the States only June issues were available. Anyway here's the latest.

I left Hawaii for Tahiti in the beginning of July between hurricane *Dolores* and tropical depression *Enrique*. I had fine wind and weather the first three weeks, and passed through the normally calm inter-tropical convergence zone with plenty of wind. The last two days of the passage the

wind picked up to about 30 knots, so I made landfall on Bora Bora instead of Tahiti. Actually I anchored in front of the Hotel Oa Oa — a great place!

I discovered that you can clear into Bora Bora without any problem. Just bring your passport, ship's papers, engine I.D. number, and VHF radio channels and model number. While in Bora Bora I had time to make a few quick repairs before heading for Tahiti.

During this brief passage the two Canadian women I had picked up in Honolulu turned sour. They both became angry and refused to crew or be responsible for their actions and their expenses. Once in Tahiti they both jumped ship. At first this caused me great concern, because as captain I was responsible for their bond! Luckily the two did post their own bond, but they refused to

CHANGES

reimburse me for expenses. So they got a free ride to Tahiti on me.

Because their behavior was so bad — deliberately misusing equipment, hoarding some foods and throwing others overboard, going through ship's supplies while I was on deck making sail changes and stealing ship's supplies — I wish I could give out their names. I first met them a year earlier in Marina del Rey.

Do any of your readers know if I can recoup my losses from these two French Canadian women from Montreal? What recourse is available to the cruising skipper in such situations?

I spent 12 days in Papeete cleaning and repairing my boat. The pounding it took two days before and two days after Bora Bora really gave the boat a workout. I had to replace a backstay, found a cotter pin missing from the headstay, had to weld my Navik vane in two places, needed two sails repaired, resecured two bookshelves to the bulkhead, epoxied the hull liner back to the hull in the forepeak area and make stops for all my drawers. Whew!

In Papeete I was surprised to find kerosene at the Mobil station cheaper than in the United States. I paid \$8 for five gallons from the pump. Bread, as well as some wines and cheese — and solar panels — were also cheaper. This was with the rate of exchange at 155 francs to the dollar.

Like always, the bond issue is quite interesting. You can visit Bora Bora for 30 days and no bond was requested. However at Papeete the officials say a bond is necessary even for just one day's stay. After some shopping around, I found this unusual situation; if I bought a return ticket to Honolulu (just over \$500) I would lose \$34 of it in the process of getting a refund. At Bank of Indosuez the bond was \$700. At Bank of Tahiti it was \$580. And at Bank of Polynesie it was \$400. The only catch at the Bank of Polynesie is that the funds must first be converted to francs and then back to dollars when reclaiming the bond. At all three banks you must pay \$13 for the conversion process. I took my bond out at the Bank of Tahiti.



Tired? Why not sail down here to French Polynesia and have yourself a seat. The rest will do you good.

If you want your bond returned in travellers checks, it can be done immediately in Papeete. On the other islands, however, it will take two days for the travellers checks to reach the local bank. I cleared in Papeete, getting my money back in Bank of America travellers checks.

There's also a 1700 franc charge (about \$12) for clearing in and out of Tahiti.

While in Papeete I paid 100 francs a day for docking in the harbor; this meant I was tied to shore and had a water hook-up. It would have been an extra 100 francs a day for 220V electricity at the Quay.

All the French officials have been very nice and polite. Usually they speak enough English to make clearance if you can't speak enough French.

Other boats here that I met in Mexico in-

clude: *Antipodiste*, *Falls of Clyde*, *Moonchild*, *Voyager*, *Pink Maru Maru*, *Banshee* and *Abacus*.

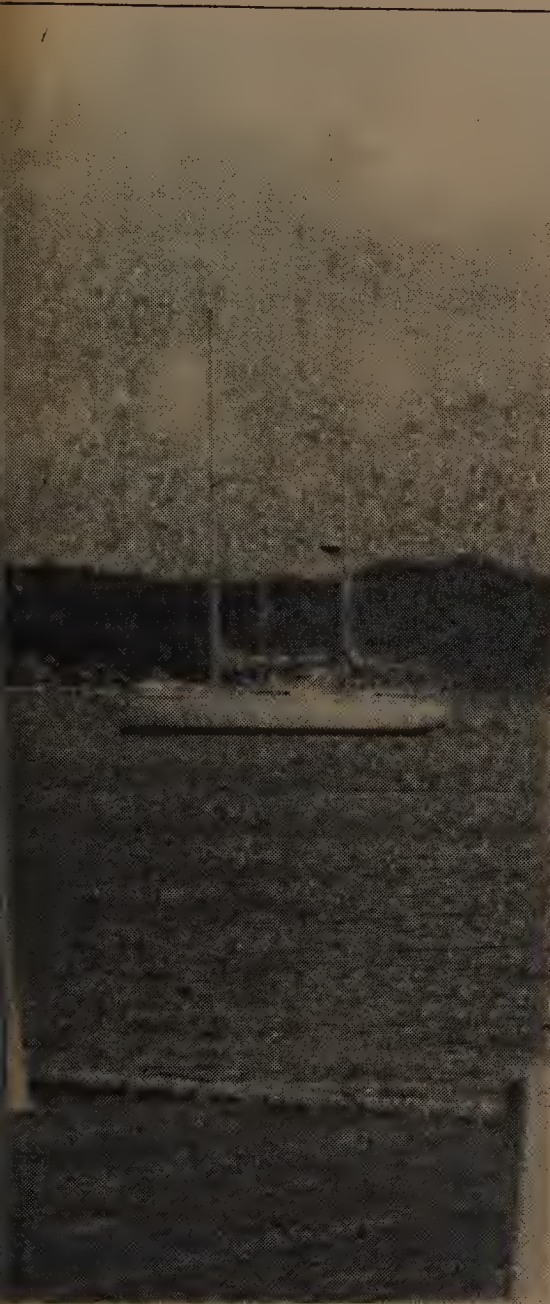
I'm on my way to the Cook Islands with American Samoa as my next major stop. I'll drop a line from there.

— darryl thomas 8/21/85

Darryl — We deleted the names of the women who sailed with you for a couple of reasons. The first is that we haven't heard their side of the story. From here we have no way of knowing whether you accurately describe their actions or if they were reacting to something you did. A second reason for deleting their names is the possibility that Canadians be as litigious as Americans, in which case you'll really rue the day you met them.

Let's just leave you readers with the impression that crew bust-ups in Tahiti are as common of grains of sand on the beach.

LATITUDE 38/JOHN



Nonetheless we've been delighted with how well she sails. We've had many days of more than 100 miles and some superlative passages.

We've had a husky, young college student who has been with us since the trips to New Zealand and Fiji, a guy by the name of Tad Cline. Easy-going, hard-working, and a real sailor, he's as close to the ideal crew as you can get.

Good guys: SOPOM, the marine engine specialists in Papeete. They are superlative mechanics and unlike everything else in paradise, are economical, too.

Expensive guys: The Hotel Oa Oa on the waterfront next to the Club Med. They charged us \$21 U.S. for a single packsack load of laundry! That's a dollar 'a pound. They said it was three loads. So take care and keep your eyes open folks.

The Bora Bora YC was expensive, too. A cheeseburger without fries was \$10 U.S. Each scoop of ice cream was \$2.85 — and you didn't even get a cone.

Some waterfront cafe's charge \$4 for a bottle of beer.

In brief, French Polynesia is certainly among the most inflated economies anywhere, infinitely more costly than the majority of South Pacific alternatives.

Some boats readers might know: *Sundancer*; *Bilbo Baggins*, being delivered by Dave Sutter; *Sitting Duck*; *Sonja*, a 60-ton behemoth Norwegian fishing ketch from L.A.; *Running Wild*; *Wild Spirit*; and the Swan 60, *Even*, which makes the rest of us look like hobos. *Patricia*, from Tacoma, appears to be the only U.S. boat up by the Bora Bora YC, which is in a smaller bite around the corner from the Club Med, etc.

Cruisers usually generally seem to prefer to bunch up close together; we're always looking for bays for ourselves.

This is our last stop before heading north. We've had no problem easting, so we plan to go up to the Marquesas and then decide on either Hawaii or straight home to San Francisco.

There are still no fish south of the equator and we can prove it. Sigh.

— dave hatch 8/28/85

Cruise Notes:

A note to you **Roving Reporters**, who are now or will be sending in items for *Changes in Latitudes*. As you can probably tell from this month's *Changes*, too much of the material is coming from the same places — everyone must be in French Polynesia! — and covering the same topics. We'd be delighted if we could get more detailed information on less-frequently visited places; Suvarov, Fiji, specific places in New Zealand, any of the smaller islands. The same applies to you folks headed to Mexico. A couple of reports from Cabo and La Paz will suffice; what would really be nice is an update on the smaller, out of the way places that haven't been written about.

We'd also enjoy getting little sketches about the people you meet out cruising. They could be fellow cruisers, port captains or the couple running the local grocery store. People also tend to write about the best places they visit; we wouldn't mind getting a report or two on places that really didn't appeal to you.

Whatever you do, rest assured that we've been delighted in the material that's come in over the last 100 issues. Please don't stop now!

Heading off on an around the world voyage next month are Jim and Diane Jessie on their Lapworth 52, **Nalu IV**. Jim Jessie is a well-known surveyor in the Bay Area and has been racing the Bay and Pacific Ocean for almost his entire life. *Nalu IV* is a relatively light boat built of wood and has a number of TransPac's to her credit. The boat's last race in Northern California was the Windjammer's Race to Santa Cruz over the Labor Day Weekend. The Jessie's and *Nalu IV* went out in winning style, taking first in Class B.

Jim and Diana's basic itinerary is as follows: south along the coast of California in November; Mexico and the Sea of Cortez for Christmas; then south through mainland Mexico to Zihuatanejo until January 30 at which time they'll head out for the Marquesas, Tahiti, Tonga, Fiji and Australia. After the 1987 America's Cup competition in Perth, they'll take a side trip to New

Empyrean — Tahiti Ketch

Dave Hatch

Bora Bora

(San Ramon)

Hello again! We're back in French Polynesia after spending time in New Zealand. To date our year long adventure has been a good one, with the exception of the engine breakdown just 500 hours after a \$3500 overhaul in San Francisco! But it's been rebuilt again as well as the clutch which had been a serious weakness.

Perhaps I should mention that *Empyrean* is a gaff-rigged ketch with no hi-tech rigging.

CHANGES

Zealand before heading on to Indonesia, Singapore, and the Maldives, enroute to the Red Sea, the Suez Canal and the Med. After Europe they'll head for the east coast of the United States, then through the St. Lawrence Seaway to Lake Michigan, where they'll yank the mast in Chicago prior to traveling down the Mississippi to the Gulf of Mexico. Finally they'll head on home to California. At least maybe.

We've made arrangements for Diana to periodically chronicle their trip, and especially the America's Cup competition in Australia.

It's normally the case with cruisers that the grander the announced plans, the less ocean that actually gets crossed. Pending some unforeseen circumstances, we doubt very much that this will be the case with Jim and Diana.

The corollary of the above axiom is that the less a cruiser talks the further they travel. Take Roy and Tee Jennings on their Freya 39, **Foxglove**. The last we remember somebody spotted this Inverness-based in French Polynesia. That was a long time ago. Now we get word that they've not only gone to New Zealand — a lot of cruisers do that — but have rounded the southern cape of the South Island. That's past 48° S, down below Mt. Taumatawhakatangihangakoauauotamateapokaiwhenuakitanatahu where the Southern Ocean is cold and rough. Since then they've been to Christmas Island (about 200 miles south of Java), Cocos Islands (about 800 southwest of Jakarta), Mauritius and are on their way to South Africa. Just don't tell them we told you so.

We also know of another Freya 39 about to head off to Mexico and the South Pacific, but we're sworn to silence as to who they are. And no, dammit, it's not us! If you're headed out cruising soon and aren't sworn to silence, escaping creditors or superstitious about announcing grandiose plans before they happen, please drop us a line.

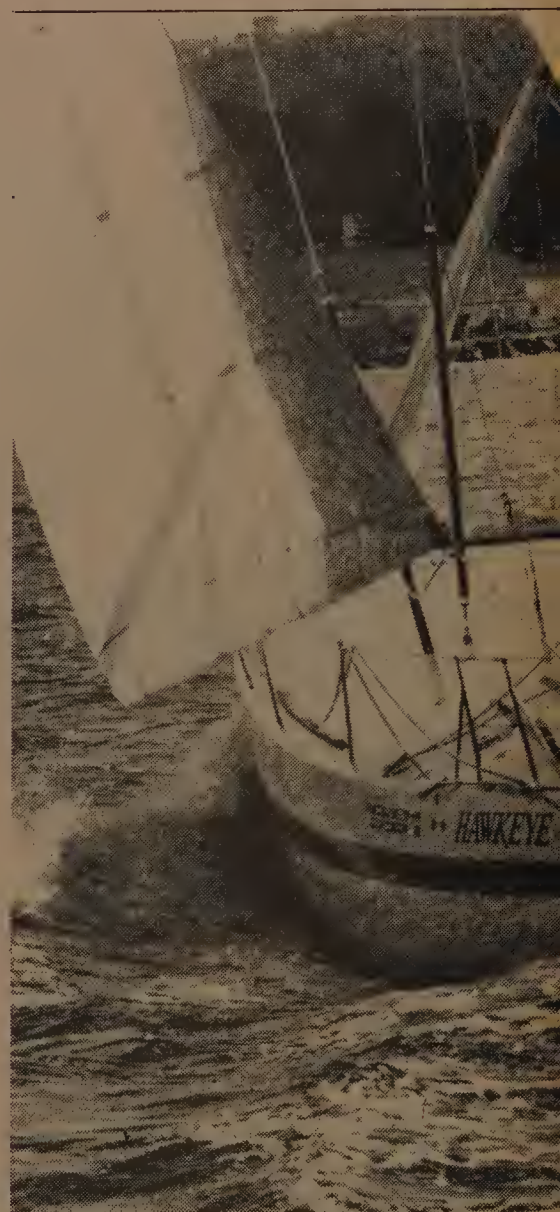
A woman just phoned us from Colorado and asked when the best time was to show up in Cabo San Lucas in hopes of getting a berth on a boat headed for the South Pacific. If you're wondering the same thing, here's

what we told her. We said that big contingents of boats usually arrive in Cabo for Thanksgiving and then again at Christmas. A few of these boats will shortly thereafter head for the South Seas. Most boats, however, will be putting in several months in the Sea of Cortez and mainland Mexico. So during January, February and March, boats will be trickling across the Pacific, and only some of them from Cabo. By April the number of boats heading across has picked up, and the last take off by May. But again, they may be leaving from Puerto Vallarta, Manzanillo, Z-town or Acapulco as well as Cabo. The best shot of all may be to come to Sea of Cortez Race Week, which starts on Easter, and hope to catch on with a boat there. It's certainly the biggest grouping of cruising boats in Mexico, and it's at the time of year when if a boat is going to go across the Pacific, it's going to have to go right away.

Any of you folks in the Docktown area of Redwood City remember Dick Maxcy on the Catalina 38, **Redoubt**? He's alive, well, and living aboard in Ventura.

A friend and former crewmember of ours, Peter White, reports he had a nice cruise from Seattle to Hawaii this summer on the Hans Christian 38, **Kiana**. Peter was serving as crew for owners Rick and Linda Peterson of Anchorage. At 29 days, it was not the swiftest of passages, but there were a couple of good excuses. The biggest reason is that there wasn't much wind. It blew 30 knots the first night in the Straits of San Juan de Fuca, but this was followed by 28 days of light air. Even the trades were light, just 10 to 12 knots. The second reason for the slow trip is that the boat was not equipped with any light air sails; thus it was well underpowered most of the time. Cruisers take note, light air sails are almost as important as heavy air sails. If you're low on bucks, it's worth it to track down a used genny that will fit your boat.

The crew of **Kiana** had better luck with fish than wind, however. The dorado and tuna were the best-tasting fish they caught. **Kiana** made landfall at Maui, and after making use of the 30-minute unloading dock, anchored out in the roadstead. Reports in the past have often indicated there was friction be-



'Hawkeye' a cruiser? Why the heck not?

tween arriving cruising boats in Lahaina and the local residents. Peter, however, reports that everyone was very friendly. **Kiana** will be based in Maui for about a year.

Close call, but they passed. Chuck Warren and Johanna Weir on **Antipodiste** sent another update on their travels down in the South Pacific. It seems they lost the key that keeps their prop attached to the shaft at a most critical moment — just outside the pass to Bora Bora. Having little choice, Chuck and Johanna sailed into the lagoon, between the breakers, despite a 3 to 5 knot current against them. Fortunately for them, **Antipodiste** is a Farr 30, one of the lighter and more nimble boats out cruising.

Anyone remember John Burnett off the Sausalito-based Kendall 32, **Unicorn**? Tom Hughes reports seeing him at the Bali Hai Hotel in Moorea last month. Apparently John works there part time as the social director, and is referred to as "Mr. Fun".



LATITUDE 38/RICHARD

When not laboring for the hotel, he's writing soap operas for TV and working on a book. John had previously done some work for *National Geographic*. Hughes says that John had planned to stop in Moorea for just a couple of weeks, but it's been a couple of months now — or is it years? One loses track of time in paradise.

Ten years ago, a retired Richard Muenzer and his wife, Pat, launched the 55-ft Herreshoff ferro schooner **Osprey** they had built in Mountain View. According to a recent issue of the Seven Seas Cruising Club's *Commodore's Bulletin*, the Muenzer's have been on the move almost ever since. In 1977 they sailed to Hawaii, and spent eight months there before continuing on to Canada and San Francisco. They headed out again in 1980, stopping in Mexico, the Marquesas, Suvarov, Pago Pago, Tonga, Fiji, New Zealand, New Caledonia, Vanuatu, the Solomon Islands, New Guinea, and most recently, Port Moresby in Papua New Guinea. It's probably reasonable to surmise that the cruising life aboard this

55-ft schooner has been satisfactory. Upon departure from New Guinea — which they describe as "delightful and uncrowded" — they plan to head on to Darwin, Singapore, Sri Lanka, India, and then on to the Red Sea and the Med. They figure they might be back in the States within two or three years.

We're not sure what got into us this last summer, but we gave up trash novels for classics and books on history. It probably got started when we reread Robert Louis Stevenson's *The Wrecker*, a 'police novel' set in the late 1800's in Europe, San Francisco and the South Seas. We so delighted in the book the first time we read it several years ago, that we named our first boat **Flying Scud** after the book's primary wreck. That moved us on to Stevenson's non-fictional *South Seas* and a whole shelf of other books. In the course of our reading we came across a rather strange military incident that took place in Apia Harbor, Western Samoa. Many lives were lost, but not a single shot was fired.

The year was 1889, and warships from

the dominant colonial powers of the time — the **United States**, **Germany**, and **Britain** — were having a Mexican standoff with seven man o' wars. Each figured that if they left the others would take control of the region. And so they stayed, despite the fact a hurricane was headed directly for the poorly protected harbor at Apia. Hurricanes don't give a hoot for politics, so this one marched right into the harbor and smashed the hell out of the three fleets. Four of the vessels were completely destroyed, while two others were driven up on the beach. Over 200 men lost their lives, but by god they'd played that game of chicken right up to the end.

The only ship that survived was the British vessel, *Calliope*. Her mahogany wheel, inscribed 'Samoa 1889', can be seen today in the Apia courthouse where it stands as a memorial for those who lost their lives. It's ironic that only the British ship survived the hurricane, because when Samoa was divided up in 1900, half went to Germany and half went to the United States. England got nothing. It's not fair, but hurricanes and politics never have been.

Something we're likely to see a whole lot more of in the future is old racing boats used for cruising. The price is usually right, and the boats can sail. Chick Leson's old Peterson Two Tonner **Incredible** has done a cruise, and now David Cuckler's old Bruce King twin bilge board 48-ft **Hawkeye** is about to take off.

Don and Tam Herndon purchased *Hawkeye* two years ago and have put her into fine shape. A developer who sold out to his partner, Don figures they'll be out anywhere from one to five years. And yes, it's just the two of them alone that will be sailing the boat. They've been to Ensenada and back and have found it wasn't too much. As for the bilge boards, they can stick in the wrong position from time to time, but nothing the Herndon's haven't been able to handle.

A word of caution, don't ever get in a race with this boat to weather no matter how much handicap. It crabs to weather like crazy — in fact it won the 1979 Big Boat Series with a 1-1-1-2 record.

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<p>CALKINS SAILBOAT TRAILER For sale: Practically new Calkins dual axle trailer for a fixed keel sailboat. Fully adjustable to accommodate boats ranging from 22 to 30 feet. Perfect for J or Moore 24. \$2,500. Greg 346-0245.</p>	<p>BEGIN YOUR CRUISING AT THE GATEWAY OF POLYNESIA Pago Pago — Avoid the hard 45+ sailing days from Calif. to reach the South Pacific cruising grounds by purchasing a yacht in American Samoa. 33' Atkins sloop, all wood, cruise ready is offered for only \$39,000 (surveyed at \$49,000). Family reasons force sale. Propane stove, vane & electric autopilot, 40 hp diesel, refrigerator, 1800 kw diesel general, 2 dinghies, charts, nav. gear & much, much more. Edward Johnson, General Delivery, Pago Pago, AS 96799.</p>	<p>SEA BLOSSOM Junk rigged Nor'Sea 27 custom layout, So. Pacific vet. Monitor vane, Yanmar, 4 anchors, Avon w/o.b., ham, scuba, more. Ready to cruise. \$33,500. Pictures (213) 472-9428. 19738 Gilmore, Woodland Hills, CA 91367.</p>
<p>CAL 20 Good condition. Heavy duty race rigged, spinnaker, Honda outboard. VHF, knotmeter, compass, anchor, am/fm. Coyote Point berth. \$4,250 B.O. Also, 505 w/trailer. Spinnaker, trapeze, 2 sets of sails. \$1,150 B.O. Call (415) 573-6835 or (415) 875-7744.</p>		<p>1983 CORONADO 34-FT Built in Canada by Pioneer. Beige hull, maroon trim. 25 hp Volvo diesel, sail log, radio tel. d.p., km, stereo, Autohelm, 4 sails, many extras. Price \$50,000. H: (415) 349-2626; O: (415) 769-5084.</p>
<p>ERICSON 30 Must sell. Asking \$25,000. Call 325-5400.</p>	<p>CHALLENGER 40 SERENITY Superb cruiser. Ideal liveaboard. Pristine condition. \$98,500. (415) 873-8660 days; (415) 342-1731 eves.</p>	<p>EVERY BOATERS DREAM Out your back door to boat. New cust. passive solar home w/120' Sac. River frontage, private dock 13 miles from Suisun Bay. 3 bed, 3 bath, sunroom, loft, landscaped. Detached 2 car garage, shop/office. \$147K. (916) 777-5130; 777-5360 mess.</p>
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<p>26-FT COLUMBIA MARK II In good condition. Must sell. \$8,700 or best offer. Sausalito Yacht Harbor. John 332-5000.</p>	<p>NEED A DEPENDABLE 3 HP MOTOR? Evinrude in perfect running condition. Carefully maintained. Has never failed me. \$295/B.O. Ocean ready: buy the best. Line-7 foul gear: pants (sm.) & jacket (med.), \$115 pair. 525-5862.</p>	<p>TRADE YAMAHA FOR R.E. 1978 Yamaha 33'. Excellent condition, cruise ready. Would consider real estate trade or \$50,000. Many extras. Long Beach slip. (213) 863-4852 days.</p>
<p>ALBIN BALLAD 30-FT '78, Swedish built, 2 mains, 110, 130, storm jib, tri-spinnaker, autopilot, dodger, depth, knot, wind instruments. AM-FM cassette, VHF, Zodiac w/outboard, new Volvo Penta diesel. \$30,000/Best Offer. 865-9141; 254-0685.</p>	<p>VENTURE 26 — \$7,800 1979. Boat motor and trailer, sleeps 5, private forward cabin, head, galley, anchors, sails, all A-1. Also 4-WD 1977 Chevy Blazer for \$4,000. Tow it and explore new waters. Swing keel allows for beaching. Trades O.K. (408) 395-9042.</p>	<p>LIQUIDATE '85 Catalina 22: \$6,750; Buccaneer 18: \$2,500; inflatable dinghy, Achilles: \$559; Sabot (new) sailing dinghy: \$895; 170% genoa 1=43', Honda 5 hp o.b. (new): \$800. 1-800-237-1419 days; (916) 891-8736 eves.</p>
<p>WANT TO RENT 4-man liferaft, cannister or soft pack. Three months, leaving end of October. Call nights or weekends, 652-8591.</p>	<p>FEMALE CREW WANTED Want mature, intel., indep., non-smoker for extended cruising rel. Exp. not nec. but enthus. is. Sensitive, sharing, caring, 54 yrs., 10 yrs. crsng. Ready boat in Mex. Exch. refs. John 29055 Berkeley Rd, Hayward 94544. (415) 783-3488; (916) 355-2690.</p>	<p>RANGER 29 — OWNER WILL FINANCE '72, 2 mains, 110, 130, storm jib, knot, depth instruments, VHF, AM-FM cassette, Atomic 4. \$25,000/Best Offer. 856-9141; 254-0685.</p>
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Main, jib, spinnaker and all equipment.
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2 mains, 2 jibs, VHF, depth, compass, 10 hp Honda, Halyards lead aft, new upgraded stronger mast, new upgraded rudder allows boat to sail 80% better. Teak and holly cabin sole with standing headroom. \$15,000.
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1959 28' wooden sloop Volvo diesel, runs good, alum. mast & boom. Lots of original equipment. VHF, RDF. Needs some work. \$8,900.
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<p>CHEOY LEE OFFSHORE 41 Ray Richards design, ketch, SatNav, HF tranceiver, weather-fax, vane, autopilot, ref/freezer, microwave, 3.5 kw generator, 10 sails, 2 dinghies, liferaft. By owner. \$89,500 offers. (619) 226-6896.</p>	<p>CLIPPER MARINE 32 Ketch rig w/aft cabin, Volvo dsl, 4 sls, VHF, knotmeter, depth-sounder, berthed in Santa Cruz. \$17,500. (408) 264-3778.</p>	<p>COME FLY WITH ME Experienced & highly successful ocean racing skipper has opportunity to charter MacGreagor-65 <i>Longfellow</i> for Long Beach Cabo San Lucas Ocean Race. Need crew to race, cruise & share expenses. Boat has full racing inventory of hi-tech sails. Be part of a syndicate with excellent possibilities for first to finish. Experienced sailors only — ocean racing experience not required. Don Stewart/Phil Roth 1426 S. Mildred #108, Tacoma, WA 98465 (206) 564-3705.</p>
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<p>BALBOA 26 WITH S.F. SLIP Sail in and out of Gas House Cove, S.F. slip, trailer, '85 Mariner 15 hp with electric start, dodger, VHF, more. \$14,000 or B/O. (415) 776-6187; (916) 622-3602.</p>	<p>CHEOY LEE CLIPPER KETCH 36-FT Luders cruising yacht, fiberglass, diesel, 1984 survey, bristol condition. Teak decks, teak cabin overlay, full keel, pedestal, big equipment inventory. Owner (805) 984-6549. \$59,000.</p>	<p>GREAT CRUISING YACHT Islander 36. Popular SF Bay yacht. 1979. Exc. cond., well equipt w/quality Islander standard features. Loran nav. system. Cruise in comfort. Must sell immediately! \$67,500 or offer. Consider trade. Don Miller (408) 732-8770 days; (408) 266-3253 eves.</p>
<p>SANTANA 22 OWNERS Enjoy your boat more by belonging to the Santana One-Design Association (SODA). Monthly newsletter, racing, group cruises, seminars and other social activities. To receive information, call (415) 521-1020 and leave your name and address.</p>	<p>SAIL THE SEA OF CORTEZ Cascade 29 sloop. Diesel powered, new mainsail, well equipt, ready to go. \$26,000 CDN. OBO. Contact: Mel Moffat, Yate Fidler's Reach, c/o Capitanía del Puerto, La Paz, B.C.S., Mexico. Will deliver to Southern California.</p>	<p>FOR THE GOOD GAY LIFE AFLOAT The largest gay yacht club in northern California, the Barbary Coast Boating Club, welcomes both sail boaters and power boaters. For membership info. call: (415) 753-5017 or (415) 237-1213.</p>
<p>COLUMBIA 26 MARK II \$12,500. for this fully equipped boat. Sleeps 5, inboard engine, tillermaster, Avon, spinnaker, 2 jibs, 2 mains, 2 batteries, Delta awning, cockpit cover, RDF, speedlog, solid teak cockpit seats & grating, delux interior. (707) 987-3741; (415) 435-5206.</p>	<p>HANS CHRISTIAN 38-FT MKII SAILBOAT Fast heavy weather cruiser. Bristol cond. Ratheon VHF & Loran. Impulse fatho. (960'). Datamarine wind/speed/log system. CQRs (45#-60#). Dodger. Cust. cockpit rail. Wdbrning frplc. 4 sails. Whisker pole. 50 hp dsl. \$119,500 (415) 757-3206; 757-3510.</p>	<p>YANKEE DOLPHIN 24-FT For sale or 1/3 partnerships. 1967 Sparkman & Stephens masthead sloop w/keel—cntrbrd. New mainsail & halyard, new 10 hp Honda o.b., f/g & teak recond., convenient Sausalito berth. \$12,500. Contact Carey at Harbour Master Services. 332-2265.</p>
<p>MEXICO — CHARLIE'S CHARTS — POLYNESIA The 1985 Mexico edition includes 24 pages by Janet Steele — just packed with helpful information. Mexico = \$17.50 (U.S.). Polynesia = \$24.50 (U.S.). See your chart dealer or write: Charlie's Charts, Box 1244, Sta. A, Surrey, BC, Canada V3S 1G0.</p>		<p>MARINE BATTERIES For the Highest Quality, Dependability and Lowest Prices In Marine, Automotive and Industrial Batteries Call San Rafael Welding Supply (415) 457-0550</p>
<p>STUART E. RIDDELL Marine surveyor and consultant (415) 332-9036</p> 		<p>CRUISE CHANNEL ISLANDS In a well found 42-foot cutter. Call (818) 360-9844 for rates and schedule. Bowers Charter and Development Co.</p>
<p>CHARTER A SEA STAR Beautiful 46-ft cutter with wheelhouse, 2 staterooms, 2 heads (sleeps 9). Fully equipped, Loran, Autohelm, stereo, TV, dinghy/o.b., refrig, microwave oven, more. Fantastic Emery Cove location (Emeryville). \$250/day. Specials mid-week, weekly, monthly. Lee Stephens Yachts (415) 655-6489; (408) 996-7050.</p>		<p>JOIN THE CHALLENGE! You can crew on <i>Great American</i> — the Hollmann 60-footer Georgs Kolesnikovs will race in the next BOC — without sailing around the world alone. Send for details: Great American Ultimate Challenge, 151-L Shipyard Way, Newport Beach, CA 92663.</p>

RANGER 23, 1974

Excellent cond—clean. North sails, Lewmar racing gear, Signet-Ritchie elect. Haul 10/84, bottom stripped/repainted. Wiring o.h. 8 hp Evinrude, extras. If you know R23's you'll love this one. \$12,500. Steve (415) 592-7550 (w); (415) 366-9343 (h).

CATALINA 25

Exc. cond., fixed keel, 5 sails, ds, km, radio VHF, shore power, cockpit cush., covers, bumpers, electric start Evinrude, holding tank & head, horseshoe life ring, 1/2 trailer, more. Best offer. After 5 p.m. (209) 524-8621; message (209) 526-9830.

1981 TANDEM WHEEL TRAILER

For 25' fixed keel sailboat. Adjustable, Buddy bearings, brakes. 6,000 lb. capacity. New condition. \$1,950 O.B.O. (415) 829-9246 eves., weekends.

LANCER 30

1980 new. Just hauled. Many extras. \$29,000 negotiable. Courtesy to brokers. Call (707) 745-4614 evenings.

ISLANDER FREEPORT 41

Great liveaboard. Factory built 1976. Excellent condition both cosmetically & mechanically. Numerous custom improvements. Equipped for ocean, Bay or Delta cruising. Asking \$108,000. Days 228-6734; eves. 232-7891.

35-FT CUSTOM W.E.S.T. SINGLEHANDER

Designed '82 to solo-circumnavigate, she's well-conceived, very strong, extensively equipped and ready to leave now! Replacement cost \$130,000, \$40,000 loan; asking \$75,000/O.B.O. May trade of multihull. Call for specs. (619) 481-9094.

HANS CHRISTIAN 34

Fully equipped & well maint. cruising yacht. Cutter rigged w/good sail inventory. Faryman dsl, Impulse ds, VHF, dodger & weathercloths, Autohelm windvane, km, propane stove/oven, stereo, & much more! \$67,500. Owner (415) 236-5215.

DOWNEASTER 38' IN AUCKLAND, NEW ZEALAND

Asking \$65,000 for excellent 1977 cutter with huge ocean cruising inventory that cost me \$125,000 for a great sail down in 1984. Am unable to sail it back so must sell for cost of coastal cruiser. Buy it in Auckland, do the S. Pacific or wherever, and then recapture most costs on return to the U.S. A great opportunity! Full details from: Tom Hall, c/o Health Dept., Box 5013, Wellington 1, New Zealand.

LOOKING FOR

Passage to Australia, Melbourne, in trade of labor. Please contact (408) 375-9450, eves. or weekends.

BANSHEE

Fun for beginners and experts. 13-foot custom all bright yellow hull — 120 lbs. can be cartopped. 88 sq. ft. Rainbow sail. Kick-up rudder. Halyard kit allows lowering sail at dockside. \$1,100. (408) 252-1330.

FOR SALE: CAL 2-30, 1/3 SHARE

San Francisco Marina berth, fully equipped. \$2,500 plus \$200/month. Kurt at 986-8041 or after 9/20 339-2646.

WANTED

39-43' cruising sailboat. We are a financially secure, experienced sailing couple who think we want to become world cruisers. We want to lease/charter a yacht for 6-12 mos. to determine whether that is what we want to do before we make the time/money commitment. Will look at most any legitimate offer and are prepared to post bond/cash/whatever to give the owner comfort. Please be as specific as you can in the first reply. P.O. Box 4635, Boise, Idaho 83711.

RANGER 33, EMERYVILLE BERTH

For qualified skipper timeshare or equity position. 110, 130, Genneker, CNG with oven, VHF radio, knotmeter, depthsounder. (916) 482-7406 days.

WANTED: ERICSON-COLUMBIA

Full keel Col. 26 or Eric 27 with diesel. No sail drive. List age of sails, engine hrs, complete information, marina, asking price. All replies answered. No phone. G. McKay, Box 231, Winchester Bay, OR 97467.

26-FT BALBOA

With trailer. Sleeps 5 comfortably. 2-burner alcohol stove, porta-potti, 3 sails. \$11,500/O.B.O. (408) 423-6529.

BARLOW 19 SELF-TAILING WINCH

Brand new, still in factory carton. \$200. (415) 658-8272.

RANGER 23

1976. Bristol condition. Race rigged, km, 6 hp motor. \$10,500. Call (916) 752-2844 days or (916) 753-2001 eves.

HANS CHRISTIAN 43-FT KETCH, 1980

Superb condition, MKII interior, fin keel. Long Beach, CA. (213) 438-0332 or 590-9071.

SURVIVE THE SEA

Anti-exposure rubber wet suits Gov. surplus. Covers body except head, hands & feet. Sizes XL, L, M & S. I will try to match your size. \$50 + \$15 freight. Capt. Merl Petersen. P.O. Box 10114, Honolulu, HI 96816.

FOR SALE

Z.F. gearbox: \$250; stainless exhaust system for Izu 27: \$150; fresh water pump: \$15; 40-plus Seagull: \$225; spare Seagull electronic ignition: \$50; flexible holding tank: \$50; Avon double bottom liferaft: \$1,400. (408) 423-4604 Frank.

BIRD BOAT (4)

Joint venture, partnership or will sell. Snowbird requires extensive renovation. Owner would prefer to underwrite repairs with a partner who would assume responsibility for future use, management and berthing or make an offer to purchase. Boat presently located near SFYC. Call Peter (702) 738-3826.

O'DAY 22

Excellent condition, 1979, with trailer & 7.5 hp outboard. Lots of extras: VHF, stove, Porta-potti, 150 Genoa, etc. \$7,200 or best offer. (415) 938-7015 evenings.

KINDRED SPIRIT, CUSTOM PETERSON 36

Very competitive at IOR 26.8. Airex f/g hull. Treadmaster deck, Faryman dsl, rblt '84. 19 bags North, Stearn mast/hyd. B&G instr. 9 winches, VHF, RDF, CNG stove, liferaft. Equipt for long-dist. racing/cruising. Call John Tysell (415) 234-2906.

HOBIE 18

2 jibs, E-Z Loader trailer, Harken tackle, all new lines, ready to sail. Call Dan or Natalie. (415) 523-6630. \$2,900.

PARTNERS FOR HUNTER 27

I need 2 partners for my well-equipped Hunter. Total monthly cost approximately \$200 each incl. slip & maintenance. For financially secure individuals we can work it on a no cash down basis. (408) 257-0779.

J/30 RACER/CRUISER

Loaded w/Loran, 55 ch. VHF, ap, Datamarine instruments, stereo, 12 bags of sails (7 new in '83 & '84, 4 new Mylar head-sails), teak sole & table, running backstays, many other options, abs. mint cond. \$39K. Gary Chandler (714) 499-3775 nights.

SANTANA 22' W/TRAILER

10 sails incl. spinnaker gear & new 150% jib. Rebuilt 6 hp o.b., tabernacle mast, knotmeter, many extras. \$5,000, \$5,800 w/trailer. Marina Bay slip. Tom (415) 842-0358 days; (415) 228-1848 eves/weekends.

CATALINA 27. ASKING \$17,500.

VHF, depth, compass, stereo, Chrysler 10 hp o.b., adj. backstay. Lazy Jack, down haul on main & jib. Much more. Have to see to believe. Call Karin (408) 742-1238 days.

FOR SALE — HAWAII

45' Peterson designed fiberglass cutter (Peterson 44 sistership). Recent survey states "sea ready". \$20,000 of cruising gear & electronics. Appraised market value is \$130,000. Will sell for \$117,000 or trade for home or lot in Cupertino, Los Gatos area. She's in Hawaii; mooring fee is \$18 per month! Sail Hawaii once a month for less than it costs to keep her on the Bay! She's a fantastic sailboat, easily sailed by my wife and myself. Call (408) 773-0790 evenings.

WOOD SLOOP — 36 FT.

Must sell — all offers considered. A "wood boat man's dream". Needs varnish or paint on decks, cabin and mast. Surveyed, hauled, hull and bottom done end of 1984. A real steal for a beautiful Norway built yacht. Private owner (415) 522-2525.

HUNTER 30 SAILBOAT

1977. Loaded, Jiffy reefing, club jib, cabin top, main sheet traveler, TW lifeline gates, painted mast, S/S boarding ladder, low hours on dsl. Will trade for smaller boat as part payment. \$25,000 firm. (916) 486-0589; (916) 484-0232.

1980 CAL 39

Must sell! \$100,000 boat will be sacrificed for \$75,000 or best offer. Contact Angel at (408) 288-6363.

— CURTAIN LOFT —

New and replacement curtains for your sail or power boat. Tailor-made!!! Call for a quote.

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FOR LEASE: NOR-SEA 27

Rugged 27-ft f/g sloop. Sleeps 4, standing head room, enclosed head, full galley, inboard diesel, all in exc. condition. \$230/month plus security deposit. Buy out option available. (916) 926-3368 evenings & weekends.

VENTURE 222

1977. With trailer. 7.5 Longshaft o.b., inboard controls. 3 sails. Porta-potti, sink unit. Blue hull. Like new condition, stored out of sun. \$5,500. Call Bob (707) 643-3441.

SABRE 34 — 1983

Maine blt cruiser/racer. Completely cruise ready. Loran, VHF, depth, Knotlog, ap, dodger, self-tailing winches, 3 anchors, windlass, bowroller, refrig., propane stove, h/c press. H2O, DC converter, AC wired, 3 sails, cruising spin. (619) 295-9511.

CENTER COCKPIT S2

30-ft aft cabin with walk-thru. Hot and cold pressure water with shower and bathtub. Diesel, all lines aft. Ideal single liveaboard and slip. \$41,950. Best offer. Owner (415) 536-1408.

RESPONSIBLE, ENERGETIC WOMAN

22, with some sailing experience, seeks to acquire boat maintenance skills. Will trade hard work and enthusiasm for opportunity to learn any/all aspects of boat maintenance. Extremely flexible schedule. Cheryl 835-1402; 482-3453.

1971 ISLANDER 36

Very competitive 136. 7 sails, hot & cold pressure water, new cushions in main cabin. Propane range, kerosene cabin heater. Aires self-steering vane. \$40,000 or Offer. (206) 324-1333 days; (206) 833-4091 nights.

ARIES 32

Beautiful Bay and offshore cruising sloop. Fiberglass hull with warm and bright teak interior. Over 30 Aries in Bay Area. Diesel. Moderately equipped. Excellent condition. Sausalito berth. \$38,000. Owner (415) 383-8215.

ALBERG 35 — CRUISE EQUIPPED

Classic fiberglass sloop. Just returned Caribbean. '83 Yanmar diesel. New oversized standing rigging, StaLoks. VHF, Loran, Knot-log, propane. Custom mahogany below. Located S.Cal. Delivery possible. \$39,500/offer. Msg. Paul (619) 942-5069.

50-FT SCHOONER

Custom Columbia 50', liveaboard now, built 1982. Refrigeration, h/c press., sails. Exc. cond., cruise in comfort, s/s tanks, 66-lb Bruce, chain rode, BMW D50, Dynamote converter, fatho, speedo, radio, 2 heads & more. \$185,000 neg. (619) 224-6341!

LOOKING FOR A COMFORTABLE, ROOMY LIVEABOARD?

Lots of storage space, inside steering, hot and cold pressure water. Teak interior, bright & sunny. 39' Pilothouse cutter, 60 hp Isuzu engine. Well maintained, perfect for cruising & serious sailing. \$77,000. Days (415) 659-9128; eves. (408) 988-1173.

82 J/24 BEST BUY BY FAR

7 sails, trailer, 7.5 outboard, radios, new bottom, lake sailed. Reduced again to \$14,150 or Best offer. (209) 226-7611.

FOR SALE

Avon 4-man survival raft. New. \$1,200. (415) 236-3764.

WESTSAIL 32

Divorce: 1973 factory-finished cutter in San Diego. Autohelm 2000. New paint, hull, mast, and booms. Freshly overhauled eng. All new standing rigging. Teak deck. Dinghy. Recently returned from Mexico. Ready to cruise. \$47,000. Ken (619) 263-1090.

S.F. WATERFRONT LIVING — \$180/MONTH

Your boat in a Pier 39 slip (36') is like having a weekend home in the city! Rent short/long term. Telephone connections, discounted parking, security guards, showers. Call (415) 523-9638 evenings.

WANTED

500 watt Honda gen., Autohelm 3000, CQR 35 anchor, anchor chain, refrigeration unit, Loran C, 3 hp outboard. Call Charles (415) 329-1046.

DURFOUR 27

1972. Diesel, ds, VHF, RDF, 3 new sails, boom tent, boarding ladder and more. Sleep 6. \$15,500. Call (415) 728-7802.

QUIT SAILING BECAUSE OF THE DWINDLING OZONE LAYER?

Not on your life! But large-brim hats and lotions didn't halt new skin cancers. So we designed and installed the ultimate sun-dodger, a beauty that doesn't hurt the boat's performance and so effective we have the confidence to do it to a larger boat. So we are selling a loaded, Gary Mull-designed Santana 27 with new motor (with or without dodger) for \$14,800. (415) 856-9146.

BERTH FOR SALE

San Francisco Fisherman's Wharf area at Pier 39. 36-ft. Amenities. \$34,950. Call (415) 421-3699 evenings.

16-FT SNIPE

Super condition, glass over plywood, new red paint, main & jib, trailer. Stored last 5 years. Good boat for novice & pro. Must sell very quickly. \$700/best offer. Call after 8 p.m. 961-1292.

LET'S MAKE A DEAL

1973. 17-ft Venture, 3 sails, 5 hp motor, lights, fenders & more. Clean, well kept. \$3,500 or trade plus cash for 22' or 25' Venture. (408) 866-9353.

TRADE — HOUSE FOR BOAT

I have gorgeous 2700' New England-style home on 3 acres worth \$240K located 5 minutes off I-80 near Auburn, CA. Tennis courts, pines, oaks, privacy. Will trade for large cruising sailboat in good condition. (916) 878-1850.

VENTURE 222

Custom interior & wiring, new main with jiffy reefing, 7 1/2 o.b., Porta-potti, swing keel, trailer. (707) 263-4167 eves.

30-FT MOD HERRESCHOFF KETCH

Completely refurb. after 2 years cruising Mexico. New dsl. New electronics, dodger, propane stove. Kerosene, sea swing stove, extensive ground tackle, cust. int., ready to cruise again. Must see. Gd liveaboard. \$28,500/OBO. (805) 984-0865.

WANTED

Experienced fiberglass and gelcoat repair person. Spray experience helpful. Must have tools. Contact Ken at Berkeley Marine Center. 843-8195.

12.5 KW KOHLER GENERATOR

4-107 Perkins diesel in very good mechanical condition. Generator needs some wiring. (707) 263-4167 eves.

EXPERIENCED CREW AVAILABLE

Need help delivering your yacht to Florida/Caribbean? Male, 38, ASA Certified Sailing Instructor, racing exp., cruised CA/Mexico, good coastal nav., fair celestial, easy going, flexible, need to arrive Caribbean early Dec. '85. Rick (408) 425-1166.

SANTA CRUZ 27 — \$18,500

Hull 44, LPU paint, new interior, 6 Head sails, 2 mains, 2 spin-nakers, new mast and rigging 1983. With trailer. Many extras. Contact Monaghan. (707) 554-8855.

VERY FAST SNIPE

Chubasco 18327. Has won more major championships than any other actively racing Snipe. Beautifully maint. Firestix Spars, Reynolds rudder, Ullman sails (2 sets), custom Southern Trailer, many covers & more. \$3,500. Dan Blodgett (415) 236-8979.

BEAR NO. 46 YOGI

11 bags of sails, refastened 6/82, new running rigging, custom boom, beautiful to look at and sail. Harken blocks, Schaefer traveler, knotmeter-log, compass, new cushions, new interior paint and cabinets. 552-5580 wkdays; 585-2291 eves.

O'DAY 25

Fast fixed keel Bay boat rigged for enjoyable day & weekend sailing in any weather. List includes 9.9 o.b. w/elec. start & i.b. Ctls., km, ds, Autohelm, main & jib w/double Jiffy Reef, 150 genoa, and much more. Asking \$16,500. Call (408) 269-4434 eves.

APHRODITE 101

33-ft F/B sloop. Great sailing, beautiful and sleek. Autohelm, self-tacking jib, spinnaker, Signets, diesel. Completely equipped interior. Ideal for short-handed cruising or racing. Absolutely like new. (415) 962-0613 evenings.

HARDIN 44 KETCH AT PIER 39 SLIP G24

Comfortable liveaboard, lg. aft cab, spacious lockers, new carpet thru-out. Custom teak splash rail, console, deck box, decks. New dodger. Equipment loaded. Generator. Perkins 60 hp diesel. Slip rental assumable. \$129,000. (408) 985-0129 eves.

HARDLY USED OLSON 25

Better than new condition with all sorts of gadgets added, fastpins, snap shackles, etc., etc. (my husband loves go-fast toys) Includes double-axle trailer. \$24,500. (916) 474-3230 or 474-5430.

BUILDING OR REPOWERING YOUR BOAT?

Complete set of VDO engine instruments with sending units. In original boxes, never installed. Cost \$450. Sell \$250. Also hard-to-find Lucas alternator for British Perkins. \$200. Call after 7 p.m. (415) 348-0433.

CHARTER — SAN FRANCISCO

Cruise aboard our luxurious Islander 32 sailboat. Bareboat or skippered. Berthed near Jack London Square (Oakland) restaurants, free parking. Sleeps six. Hot showers, stereo, TV, VHF, Loran. \$60 to \$125/day. Call now for details. Alan 800-221-3640.

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MOORE 24

All offers considered on this 1981 Moore 24 with updated deck layout and new non-skid. 2 new North C-cut genoas (6 sails total), knotmeter, compass, etc. Trailer available.
(415) 381-3342.

CAL 2-30 — 1971

Bristol cond., new North main. Equipt for singlehanded, 5 bags, 55 ch. VHF, km, ds, RDF, more. Lapworth design, Jensen built, expertly maint. Fast family cruiser/racer. Recent survey. Asking \$25,000.
(408) 374-0954.

BRISTOL 29.9

Halsey Herreshoff design & bristol quality. Excellent condition. Diesel, wheel, electronics, 4 sails, dodger, lots of other equipment. \$39,500 firm. Will consider trades.
(408) 244-0722 days; (415) 490-0311 eves.

COLUMBIA 45-FT

Equipped for cruising. Full instrumentation. Radar, Loran, autopilot, VHF, etc. Bristol condition. \$134,900.
(415) 930-7020.

RANGER 23

Race & cruise equipped, in very good condition. Well outfitted w/7 Lewmar winches & all controls led to cockpit. North racing sails (main, jib, spinnaker), 2 sets cruising sails. Sausalito berth. \$10,850. Call (707) 838-7744 Ed; (415) 368-3709 Charlie.

27-FT STILETTO S.E.

3 sails, tent, 8 hp Suzuki, galvanized trailer, 83 dealer demo, fresh water only, can deliver. \$19,995. Must see to appreciate. Days (406) 755-7245 or eves. (406) 755-2605.

KETTENBURG 40

1961, outfitted for cruising. Good condition. Aries, Faryman diesel (30 hp), Avon, S/L windlass, plenty of navig. & safety equip. Wood boat. \$34,000. Derek 485-6776.

POPULAR CORONADO 25

Very shipshape. Rigged for singlehanded with halyards & reefing led aft. Loaded: autopilot, VHF, knotmeter, depthsounder, shore power, 9.9 hp Evinrude, like new sails. Hauled recently. Has galley, enclosed head, holding tank. Sleeps 4-5. Redwood City berth available. \$9,795. Phone (415) 756-0340.

TAKE MY BOAT — PLEASE!

Must sell. Dynamite 34' cruising cutter in exc. cond. Custom built. Perfect for world cruising or liveaboard. Beautifully finished, spacious teak int. Absolutely loaded. 3/85 survey avail. Must see to appreciate. Call Fran: 774-7164 wk; 921-2133 h.

FOR SALE

Tillermaster, like new.
\$400.
Phone 331-2910.

FISHER NOR'EASTER 30 MOTOR SAILER

Forward and aft staterooms, Volvo Penta diesel, Furling main, genoa and jib, shower, Knotlog-meter, VHF, autopilot, Fathometer, sunroof, rail covers, carpets, clock, barometer, more. \$59,500.
(415) 254-2542.

CATALINA 22

Priced right to get you sailing S.F. Bay. \$4,100. Exc. cond. 7.5 Honda o.b. Porta-Potti, new bottom paint & sail cover, anchor, galley unit, swing keel, built 1976. Sausalito berth. Call 459-2744.

CATALINA 22

Excellent condition. Fixed keel, 2 jibs, pop-top w/full dodger, VHF, depth, compass, new battery & motor mount w/6 hp or optional new Merc 7.5 hp long shaft. Other extras. Asking \$6,800. Call 574-1827.

O'DAY 21-FT — 1971

Fresh bottom, new hanks on jib. Good main and spinnaker. Evinrude motor. Berkeley berth and extras. \$3,200. 658-7574, leave message.

DRAMSCOMBE LUGGER W. TRAILER, MANY EXTRAS

Traditional yawl rig 18'9" trail & day sailboat built in England. Beautiful strong f/g constr. Luggers have made notable voyagers incl. Webb Chiles "Open Boat Across the Pacific". Ideal stable, family day sailer. \$6,000 O.B.O. (916) 481-3545 eves.

STEEL CUTTER

32.6 overall, 30-ft on deck, 10-ft beam, 4.6 draft. Windows, hatches, bow & stern rails, deck fittings, furniture & bulk head framing. Epoxy painted, place to work & possible liveaboard berth. Call John (415) 364-9422. \$12,000/offer.

1979 LANCER 28

28' Shad Turner designed shoal draft sloop. Wheel steering, 9.9 hp o.b., stove, VHF, ds. 6'2" headroom & berths for 6. San Leandro berth (O-15). \$13,750. Days (408) 721-6740; Eves. & weekends (408) 736-3134. Ask for Mel.

PACIFIC CUP '86

Lady Commodore of Nawiliwili YC looking for position on Pacific Cup entry for 1986. Previous racing experience on S.F. Bay & ocean crossings as captain. Carmelita Miranda, Box 1935 Lihue, Kauai, HI 96766. (808) 822-7530 eves. 6-9 (your time).

RANGER 23

Very well equipped, lots of sails. Oakland berth. \$7,800. 471-7706 after 5 p.m.

31-FT TRIMARAN — NIGHTHAWK

Very fast one of a kind, designed by 'Skip' Johnson as a prototype. Pro-built 1967 in San Diego. Construction is stressed skin plywood above waterline & shaped polyurethane foam below waterline with fiberglass overall. LOA 31', LWL 30', Beam 18', Draft 1'3" (bds up), 8' (bds down), Displ. 2200-lbs., De-mountable. Solid wing decks. Aft cockpit. Aluminum spars w/rotating mast. Lifelines, pulpits. Outboard. Comfortable cabin w/stove & refer. A lot of boat for only \$9,000/B.O. (707) 542-8165.

VENTURE 21

3 sails, 4 hp Johnson outboard, trailer.
\$2,400.
Dave at: 530-3358 or John at 759-6017.

PARTNERSHIP

1/3 interest available in well equipt Ranger 33' to race or cruise. 7 bags sails. CNG stove. Atomic 4. Sleeps 6. Top condition. Sausalito berth. \$4m equity, \$196 per month. (415) 751-4182.

ETCHELLS 22

Ready to race. Winning history. Latest sails. Trailer. Many extras. \$10,900 cash or owner will finance with \$3,950 down & \$200/month. Call (415) 548-4159; (415) 547-0685.

STEEL PILOTHOUSE JUNK

38' Scott Sprague custom design liveaboard cruiser. Beautiful, roomy boat built by certified welders. Finished except for owner completion of interior accommodations & Colvin style rigging. 6'4" headroom, diesel power. (415) 365-7519 evenings.

YOKOYAMA 21-FT

Built in 1978. Across the Pacific ocean in 1979. Plywood on mahogany, lead keel, spruce mast. Needs work. Best offer. (415) 528-0324.

SANTANA 35 — 1980

Excellent condition. Used less than 20 times. Boat docked in the Delta. No salt damage. Micron bottom. \$60,000. Ask for Jim, days (209) 951-5140; eves. (209) 931-4265.

ARE YOU BUILDING A SAILBOAT?

My 29-ft cutter hull is beyond repair. For \$4,000 you get a 12 hp BMW diesel (100 hours), 36"x4 1/2"x7" aluminum mast with steps and masthead lights. 11' boom, 3 sails, 7 winches, SS rigging, head, propane stove, bilge pumps, Edison worm gear steering, etc. Call (916) 372-5831.

NOR-SEA 27, SEA POD

Green hull, aft cabin, dodger, monitor windvane, tillermaster, insulated hull, VHF, fatho, 4 anchors, 250' chain, dsl, full galley, all required safety equipment, maint. records, excellent condition for cruising or liveaboard. \$37,000. (415) 871-9286.

GREAT BEGINNER FOR SALE OR TRADE

12-ft Koralle. Complete with sails, trailer, current registration. \$700 or best offer. (408) 247-8879.

PARTNERSHIP — 1/2 INTEREST

CS 36' sloop, 1979 Canadian built performance cruiser. Westerbeke 40 diesel, North sails, teak interior, km/log, wind-point/speed, VHF, stereo, pressure h/c water, all in excellent condition. Sausalito berth. Current sole owner with heavy travel schedule seeking responsible partner. \$9,000 equity, \$475/mo. berth and loan. Call 453-8721.

YACHT BROKERAGE SOUGHT

Retired Silicon Valley executive looking for yacht brokerage business opportunity; partnership; investment, etc. Call Steve after 6 p.m. at (408) 725-8289.

16'x40' DELTA SLIP FOR RENT — 1/2 PRICE

Bruno's Island leeseid slip available now through Nov. or longer if desired. Metered electric, water, near gangway. Call (916) 777-5461 or (916) 424-2244 or write John Herbaugh, P.O. Box 631, Rio Vista, CA 94571.

WET BOTTOM CHARTERS

Come let us spoil you aboard our Ericson Independence 31 for a day sail on San Francisco Bay with crew. A great gift idea! Randy & Darlene Giovannoni. (209) 226-0310.

CRUISING SPECIALIST

Let us help you find the right boat for your cruising needs; where ever it is located. Extensive cruising experience. Yachts available: Peterson 44, Ericson 39, Morgan 41, Herreshoff Cutter 48. Phone Jill or Tony (408) 476-4724.

CHARTER DOVE

Learn to cruise in beautiful Hawaii, with licensed skipper on the historic yacht Dove. A week-long cruiser for 2 to 3 people costs only \$500 per person and includes food. Write for brochure. DOVE, P.O. Box 29064, Honolulu, HI 96820.

CHARTER A SEASTAR

Sail one of the most sought after cruising boats on the Bay. This beautiful 46-ft, fully equipped wheelhouse cutter is ready for you. Still offered at the amazing rate of \$250/day. Lee Stephens Yachts. (408) 996-7050; (415) 655-6489.

Wooden Boats a specialty.

Sanding, varnishing, painting, general maintenance, minor engine repairs and servicing. Gas or diesel. Master Mariner, 20 years experience, references. Free estimates. Call: Clark Arquette — 525-9087

**OFFSHORE MEDICAL SEMINARS**

Conducted by Dr. D.L. Hill, experienced instructor in Maritime Medicine — currently instructor at California Maritime Academy — former U.S. Navy physician — small classes — personalized training. (707) 745-3785. 801 E. 2nd St, Benicia, CA 94510.

28-FT 9000-LB SLOOP

Full keel, fiberglass cruising boat. New diesel, 5 new sails, new LPU paint. Well equipped, almost ready to go. \$26,000 OBO. Message (415) 321-6822.

34-FT CATAMARAN

Mexico ready. Fast, safe. Cutter rig. 3 years old, S.S. rigging, 10 hp Honda, 4 berths. Great condition. \$15,000/offers/trades. Richard (707) 664-9163.

TAHITI KETCH

36-ft LOA classic bluewater sailer. Head, galley, i.b. engine, RDF, ds, ship-to-shore, 2 sets of sails. Ready for cruising. Beautiful! \$24,000. (916) 652-5987.

WINDWARD NO. 8

33-FT Rhodes design wooden sloop. Extra sails, VHF, Sausalito berth. Asking \$14,000. 383-0418.

1977 CAVALIER 39-FT — URGENT SALE NEEDED

Performance bluewater cruising sloop. Reduced from \$89,000 to \$69,000. Consider all offers. Teak decks/interior. New Awlgrip paint (\$8,900), diesel, new main & spinnaker, etc., etc. Must sell this month. Phone Tony (415) 332-1273.

RESPONSIBLE BUSINESSMAN, AVID SAILOR/NAVIGATOR

Recently separated, looking to stay on sailboat. Prefer San Francisco or Sausalito. Will pay \$/do maintenance. Doesn't smoke or drink. Call 492-1360.

EQUIPMENT WANTED

Good used inflatable, scuba gear, whisker pole for J=20', downwind sail for forestay=51', hard dinghy flotation collar (new or used), used SatNav & Loran, 6-man liferaft to rent reasonably for Nov, Dec, Jan. (707) 996-3355 eves.

BRISTOL 27

Must sell now. Partnership dissolving. Great Bay boat. 6,600-lbs displ., full keel, new rigging 1980, new outboard 1983. Super sacrifice at \$7,000. Make an offer. Sausalito berth. (707) 996-3355; (707) 528-3715.

COLUMBIA 26 MKII

Excellent Bay sailer, sleeps 5, 2-burner stove, new Johnson 7 1/2 o.b. Has compass, VHF radio, life lines, etc. Excellent downwind Berkeley berth. \$11,000. Call (415) 284-7547.

NEWPORT 20

Fast & stiff, full canvas cover, 6 hp Johnson, ant, lights, 7'6" V-berth & head, ds, km & more. \$4,500. For more information: John Christensen, home/msg. (408) 353-2532; wk 727-9222 ext. 449.

VALIANT 40 — THE IDEAL CRUISING BOAT

Westerbeke diesel, autopilot, Loran C, Datamarine depth-sounder, VDO wind point/wind speed/wind direction/close haul indicator, Hi-Gain 55 channel VHF, Refrigeration, propane galley, hot & cold pressure water, shower, sailing dinghy and more! \$126,500.

Also: Kenyon stove w/oven: \$350; 8-lb Danforth: \$20. Tim Rogers (415) 332-4142 days; (415) 331-6378 eves.

"ELMER FUDD"

Purchase of a larger boat forces the sale of our beloved Fudd. This stiff, professionally maintained 1971 Islander 30 MKII has won the YRA one-design championship (A&B divisions), all Islander-regatta, many midwinters and has cruised us from Santa Cruz to the Delta in complete safety and comfort. If you are thinking of spending around \$30,000, you owe it to yourself and your family to get Fudd's 6-page list of cruising, racing and safety gear. Days 772-0421; nights 339-2694.

BOSS WOODY

22-ft double-planked mahogany sloop. Recent haulout, brass & varnish, new deck, 150 genoa, s.s. rigging, 25-lb CQR, sounder, 4 sails, 5 hp o.b. & more. Built by Mikesa-Nagoya, Japan. \$3,500. 673-7720 ext. 309 anytime. Lv. message, Keith.

30-FT BIRD SLOOP

Good condition, with many extras. Must sell. \$5,500. (415) 668-4155.

MARINE FLEA MARKET

Oct. 26th, Saturday, 10 a.m. to dusk. an Francisco Boatworks. Food of Mariposa St. in San Francisco.

Also

Raffle of many great prizes including a fully rigged sailboard.

Being run in conjunction with the Plastic Classic Regatta & Concours D'Elegance.

For info call 824-5531 or 922-6334 Sponsored by Half Moon Bay YC

CAL 39II JADA III

Excellent fast cruiser/club racer. Spacious 2 cabin arrangement. Ideal for entertaining & extended living aboard. Many additions & extras. Delivered 1977 and in new or better condition. Tiled fireplace, usual wind, speed instruments, radio, fathometer, Avon Redcrest, furling hydraulics, etc. Well Barient winched. Asking \$88,900. If you can consider this class yacht we can negotiate. Berthed Coyote Point, slip 1309. Call for further details. Tele: Parker Matthews. 543-8650 days; 697-6128 eves.

C & C 36

Cruise, liveaboard or race and win. Diesel powered 1979 sloop. Fully equipped. 11 Barients (4 self-tailing), 5 bags Pineapples sails, spinnaker gear, rod rigging, 2 anchors with chain and rode, bow roller, stern boarding ladder, Avon Redcrest, hot/cold pressure water, shower, gimbaled brass lamps, customized teak interior fully stocked, stereo, VHF, Nav station, Signet KM, WP, WS, Impulse DS. Maintained and upgraded to better than new. Bristol condition. \$64,500. (415) 435-1207.

CREW WANTED

Sail from England, Christmas via Canaries & Caribbean to Texas. Moody 34. Some expenses paid. Arrive Texas about 1st March. Non-smokers preferred. Autohelm, Aries, ect. to make trip fun. Info: (408) 353-2532 h; (408) 727-9222 x449, wk.

KETTENBURG K-40

40-ft sloop, '64. New sails, good condition, stove, head, raft, VHF, ds, windvane & more. If you're looking for a boat to liveaboard or go cruising this could be for you. Fred 564-4452.

27-FT H-BOAT FROM FINLAND

Great sailing performance and quality. Must sell. New boat arriving in November. No reasonable offer refused. Unreasonable ones considered. (415) 848-1482 eves; 570-6667 x205, days.

1980 MOORE 24, HULL 68

Have Moore fun racing. Includes trailer, 6 sails, VHF radio, outboard. Excellent condition. \$15,000. 435-9341.

SEXTANT & ANTIQUE BAROGRAPH

Simex MKII, 2 scopes, the very best: \$1,100. Barograph in mahog. case/glass, perfect cond., still operates: \$500. Small dinghy sailboat "the Otter" like new, fully rigged. New: \$1,300 Sale: \$700. 332-2320 Larry

BRISTOL 29.9

1979, one owner, beautifully maintained, great ocean/Bay cruiser, diesel, radio, knotmeter, depthsounder, main, gib, flasher w/sock, dodger, much more. Haul out & survey 7/85. \$45,000. Don (415) 772-1532 days.

CRUISING STUFF

8-ft Dyer Dink. Full sail rig. 2 5-gal hor. alum. propane tanks. Zenith transoceanic radio. Sony all band radio. Johnson 2 hp outboard. Sailor RDF, more. Bonany (415) 332-6352.

NEWPORT 27

8-ft dinghy, Autohelm, new panel with 10 Barients, overhauled Atomic 4 with new muffler, LPU on hull, VHF, stereo with tape deck, micron on bottom, 3 jibs, 2 mains, much more. \$17,000. (408) 353-2532 or 727-9222 ext. 449.

SPEED FOR FREE

That's what you get on the Berkeley Circle in an orig. singleman Cat., the Hobie 14. Also great for flat water speed burns on Folsom Lake & wave hopping at Santa Cruz. Own one in good cond. for \$800/lessons incld. Details. Steve (415) 236-4420.

RANGER 23 (BAY AREA)

Good sail inventory, 6 hp o.b., Trailrite trailer, many extras. Boat Show price \$8,800. (415) 432-2448.

FOR SALE OR TRADE

1974 Westsail 32. Fully equipped. \$60,000 or trade for Nor-Sea 27 or similar, plus cash. Also 40 acres for sale or trade, Siskiyou County, CA. (916) 842-2955 (d); (916) 842-1169 (e).

BRISTOL 32, 1976

Documented cruiser. Fast, full keel, Ted Hood design. Were outfitting for Mexico but illness forces sale. Loaded. Wheel steering, Westerbeke 20 hp diesel, hot/cold pressure water, holding tank/Y valve, VHF radio. New equipment: Loran C, knotmeter, depthsounder, autopilot, Roller furling/Sobstad jib, apparent wind/windspeed, Lewmar 40 ST winches. Singlehanded capability. Built in Bristol, Rhode Island by Clint Pearson of Ariel, Triton, Vanguard fame. \$45,000/best offer. (415) 568-8131.

ALAMEDA DEEP WATER DOCK HOMES, CONDO'S & INCOME

From \$175,000. Example: Gracious home (or 2 units), plus cabana & three docks; duplex with 2 bedrooms, 1 bath. Many others available. Linda Grant (415) 865-0828. ERA Alameda Homes & Investments. (415) 523-0133.

MARINE MOBILE POWERWASH

Upper decks & hull. Brightwork. Interior detail. Underwater: Repair. Damage Estimates. Welding, Cutting, Salvage. Free Estimates.

Johnston Power Wash. (415) 671-2120

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DESPERATELY SEEKING BUYER

1981. O'Day 28'. Universal diesel, VHF, Kenyon depthsounder. Sleeps 6. Spacious. Clean. Ready to sail. \$33,500/Offer/Trade.

Associated Yacht Brokers. (415) 865-0808.

Marina Village, 1070 Marina Village Pkwy., Alameda, CA 94501.

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**SAILING CLUB**

SEEKS SKIPPER/BOAT OWNERS

Do you have a sailboat in S.F. or Sausalito? Are you interested in carrying paid passengers for income/tax deduction/fun? U.S.C.G. License training provided.

Write to: P.O. Box 51334, PA, CA 94303 or call (408) 738-8412.

SILENT AND WORKING PARTNERS To establish yacht timeshare club/business. \$15,000 or more investment includes membership. High potential. John Laury 547-7152.	CAPE DORY 30 Like new. 1982. Cutter designed by Carl Alberg. Fantastic sailing with her cutter rig! Excellent layout below. Call (415) 591-4879 to see her.	RETIRING — LOOKING TO TRADE Equity in my two-story redwood 5 bdrm, 2 bath, gameroom, lakefront home in Auburn, CA at Lake of the Pines "a private recreational community". For a well-equipped ocean-going liveaboard sailboat 35'-45'. Call (916) 269-2256.
MERIT 25 Wife pregnant again. This time the boat has to go. \$14,500. (415) 357-3485; (415) 483-2724.	MUST SELL!!! ERICSON 27 New condition. Loaded with quality equipment. Inboard. \$20,950/Off. (408) 248-6731.	ALL ALONE AT THE FARALLONES! All Classes Race: First around Farallone Island! Only 4-time winner S.F. Bay Perpetual Challenge Cup! 43' classic mahogany sloop. Just hauled. You should see her underbody! Have pix. \$25K. (415) 435-1791.
CAL 20 Great Bay boat, race rigged, Seagull outboard, downtown Sausalito berth includes parking. \$3,700. (707) 795-2569 eves; (415) 974-0425 days, Bernard.	NOMAD — PROVEN BLUEWATER MOTORSAILER Eldridge-McInnes ketch 44' on deck. Launched 1966. Center cockpit, Lehman-Ford 120 hp diesel, spruce masts, mahogany hull, rest teak, 4kw gen., all-channel VHF, 12-mi radar, 160-F (recording) & 40-F depthfinders, autopilot, mech/110	23-FT PEARSON ELECTRA Hull No. 99, full keel, 2 mains & jib, lifelines, full cockpit/interior cushions, 3 hp Johnson. Equipped to sail. Solid Pearson construction. Why buy a lesser boat? A bargain at \$4,750. 532-4405.
HULL FOR SALE Roberts "Maritus" 45. C-Flex with heavy professional layup. Best offer before 10/31/85 takes it. Call (415) 349-1735 or (415) 349-0727 and leave message on business tape machine.	refig./freezer, butane stove/oven, radarrange, washing machine, 3 anchors, 250' chain, rode for all conditions, mech. windlass, 7 sails, many other extras. Located La Paz, Mexico. \$85,000 or best offer. If sale results, we'll pay airfare. Marta Sutton (818) 888-1056.	SANTANA 22 Race or cruise equipped. Evinrude 7.5 Yachtwin (less than 30 hours), 5 bags of sails, spinnaker, newly rigged s.s. Kept out of water, trailer. Located Richmond. \$6,500. (916) 638-1171.
1981 PEARSON 35 Classic Pearson cruiser, fully equipped including diesel, pressure water, hot water heater, Datamarine ds, km & log, stereo, ap, roller furling, VHF, dodger, documented, exc. cond. Must sell. \$58,500. 442-2196 wk; 381-5078 h.	150 GENOA Made for a Hunter 34. Used 4 times. Like new condition. Foretriangle height (I): 46'-0": \$700. Call Bob (415) 797-8370 h; (415) 845-8040 ext. 190, work.	PEARSON VANGUARD 33 Rhodes designed fiberglass sloop, dinette layout, new SS standing rigging, Force 10 kerosene cabin heater, Taylor kerosene stove/oven, spinnaker gear, etc. Fred (415) 325-0850 h; (415) 857-1130 ext. 420, work.
CAL 20 Excellent condition, Sausalito berth, stern mounted Evinrude outboard. \$3,400. Eves. (415) 527-1114; (415) 331-5292.	TAX DEDUCTIBLE RENT Live on, buy, powerful, elegant 43-ft motorsailer. Serious, classy, affordable wood yacht. \$79,000. Low down. Looked at house prices lately? 873-8008 evenings.	SAIL MEXICO Double berth available on 52-ft ketch sailing down Baja or Cabo to Puerto Vallarta, or P.V. to Zihuatanejo, will gunkhole. Leaving Nov. 85. Cost \$70 day/couple. Write to Packer, P.O. Box 1873, Newport Beach, CA 92663.
1980 CAPRI 25-FT Beautiful condition. Many extras: VHF, km, spinnaker gear, 7.5 hp Honda o.b., etc. Like a J but nicer and faster. \$13,500/B.O. Call Ken at (415) 892-4805 or (415) 331-3364.	GLADIATOR 24 — GREAT BAY BOAT Full keel, new sails, 6 hp o.b. All in good condition. Call after 6. (408) 996-1386.	ERICSON 30 Looking for good home! Plenty of work, \$, and TLC has gone into keeping this boat running and looking great. Lots of sails & equipment. Call for details. Ask for Warren. Days 841-0511; eves. 569-3654.
ATLANTIS 36-FT KETCH LIC & eqipt for commercial salmon fishing & ocean voyaging. Well built hard-chine double-ender. Plywood with f/g sheathing. Victor Harasty designed. Pisces diesel, electronics, Avon, Mont. dinghy. Berthed in Eureka, will del. (707) 445-5918 eves.	INTERNATIONAL 420 Racing dinghy complete with spinnaker, trapeze, 2 jibs/mains and trailer. This 13.8-foot fiberglass sloop is ready to sail for \$900. Call Dan (415) 552-0164 or Jim (415) 856-8591 eves.	ISLANDER 30 II Set up for family Bay & Delta cruising. Very clean. Incl: pedestal steering, radio, depth, speed, 5 winches, dodger, 150, spinnaker plus working sails. Dinette int., cockpit cushions & Avon Redcrest. Coyote Pt. berth. \$29,500. Day 941-9567; eve. 948-6935.
ORIAN Pacific Seacraft 27-ft Orian cutter. Diesel aux. Full keel, heavily built cruising boat. Documented. Fresh bottom job and in excellent condition throughout. Long equipment list will be sent on request. This well equipped and maintained boat is for sale at \$49,500 which is below the cost of the boat and equipment, and far below its current replacement value. All of the goodies. Must see to appreciate. (916) 482-7599 evenings.	MERIT 25 Ready to race. Comfortable family boat. Sleeps 4. \$17,500. (415) 829-5069.	CATALINA 30 Loaded. Atomic 4, VHF, CB antennae, dodger, w/panels, Bimini, tiller for fast marker rounding, Stern ladder, 8' dinghy w/hp motor, extra storage, Whisker pole, 3 sails, new deep/cycle battery, 2 yr/second battery, km, dm, s/steel water/tank, shore power, Bruce & Danforth anchors/lines. Etc. \$31,750. Howard (916) 966-3985.
	BOAT GEAR Yanmar diesel gen. set, 2kw, 110 vac, 55 amp, 12 vdc, \$2,000/B.O.; Avon 6-man liferaft in cannister. \$1,500; 650-ft 2 genoa, 450-ft 2 jib by DeWitt, new condition: \$1,250 for both; 60-lb CQR w/100-ft 3/8 chain: \$375. (408) 662-0382.	
HELLO OUT THERE! I would like to sell my Columbia 26II for \$9,900 or any reasonable offer. 454-8645 or 456-7347.	1970 CAL 29 \$20,500. Lots of sails & equipment. Rigged for offshore sailing & liveaboard. Alameda berth. Call for list of equipment. (408) 374-9087.	ROBIN BIRD 18 Well maintained member of famous SF Bay Bird Class. 30' LOA, new sails ('84), good racing record, berth available, extensive inventory, wood boat. \$7,000. Call for fact sheet. (415) 851-7601 eves; (415) 424-2896 days.
GREAT LIVEABOARD Wright Allied 36' ketch. Fine cruiser or liveaboard (plenty of room). Call for list of equipment. Asking \$72,000. (415) 591-4879 eves.	AFFORDABLE PARTNERSHIP 27' Ericson. Looking for new 3rd co-skipper. Excellent condition for only \$2,500 plus \$140/month. Covers all expenses. Richmond Marina berth. Todd (408) 241-3559.	1973 CONTESSA 26 Sturdy f/g full keel sloop, English designed for North Sea. Dbl reef main, 4 headsails, spinnaker, 7 hp Vire i.b., VHF, Lewmar winches, 2 batteries & more. \$17,500. (408) 649-8000 days. (408) 624-7643 eves. Judd, or (408) 646-8066 eves. David.
LOW COST SOLAR PANELS Quiet, reliable battery charging lets you run your engine far less. For 60-page catalog of photovoltaic panels, batteries, inverters, DC links, appliances, refrigerators and more, send \$3.00 to Alternative Energy, Box 339L, Redway, CA 95560.		GIVE SEA CHANTEYS FOR CHRISTMAS! Recorded live in stereo aboard the C.A. Thayer. 15 favorites of the Hyde St. Pier irregulars. \$10.95 each or 10 for \$5.50 each. Galilee Harbor Armchair Sailor's Assn., POB 5100, Mill Valley, CA 94942. Profits donated.
MORGAN 41 1978 Morgan 41 sloop. Performs better than ketch version because of larger main. Rebuilt Perkins 4-154. Shoal draft makes this the perfect Delta boat. Super liveaboard and great coastal cruiser. \$72,950. (916) 481-4242, Tu-Fri. days.	PRACTICAL SAILING CHARTERS San Francisco: Wright Allied 36 (ketch) \$150/day Cape Dory 36 (cutter) \$150/day Cape Dory 30 (cutter) \$120/day Ask about our annual lease arrangement. (415) 591-4879.	
FACTORY CLEARANCE Pyramid 30's, Pyramid 660s (21'). Carl Schumacher design. Pyramid Wing Dinghies (16') Jim Antrim design. Complete boats, kits and molds available. Call for test sail. Give offer. (415) 489-8025 days; (415) 522-5838 evenings & weekends.		<div> <div> Learn to Sail! </div> <div> Or Charter </div> <div> SERENDIPITY CHARTERS 408/264-9005 753 Bend Avenue San Jose, CA 95136 </div> </div>

BALBOA 27

Self-tailing winches, shorepower, trailer, outboard/internal controls, propane stove, marine head, Horizon 50, am/fm stereo, lots more. Moving forces sale. Possible assumable loan or will carry. Asking \$14,500. Fred or Jan at 357-0438.

32-FT WOODEN DUTCH SLOOP

"Sea Fury" class. Mass designed, Breskins built, 1956, Amsterdam. Strip planked African Mahogany on steel frames. New engine, new sails. Master Mariners trophy winner. 9/85 survey. \$10,500. (415) 331-8008.

PASSAGE WANTED

To Hawaii, after October 1st, responsible married couple, late 30's, non-smokers, able-body, can pay and help. Leave message for Jack: (415) 366-3102. Mahalo.

MARY T. PROVEN CRUISER, MEXICAN WATERS

1981 Garden design 41-ft ketch. Excellent sail inventory, Perkins 45 hp diesel, Magnavox SatNav, all channel VHF, autopilot, 2 depthsounders, hydraulic windless, Honda 800 generator, Barlow winches, anchors: 66-lb. Bruce, 45-lb. Plow, 45-lb. CQR, 300' chain, auto dinghy davits, 8' Livingston with outboard, Shipmate stove/oven, custom cushions throughout, frig/freezer. Price: \$70,000. Interested parties contact: Brent Bogdanski, P.O. Box 334, Guaymas Sonora, Mexico 85400. Phone: (706) 222-1125. Ham radio call sign: XE2MCF.

PEARSON 323

1979 French gray hull, Volvo diesel, h/c press. shower, LectraSan head, 3 burner CNG w/oven, wheel steering, chrome hooded compass, dodger, VHF, kn/depth, cushions, custom upholstery, Coyote point berth available. \$50,000/B.O. (415) 369-0943.

BOC CHALLENGE

Sponsorship requested for the BOC Challenge. Skipper and boat are qualified. Budget only \$100K all or partial. More than nine months of media exposure in U.S., Europe, worldwide. Inquiries write: Chuck Kite, P.O. Box 9181, Marina del Rey, CA 90295.

25-FT PACIFIC SEACRAFT SLOOP

Pocket cruiser, classic double-ender, great Bay & Delta family boat. Sleeps 5, slide-away galley, bow sprit plus extensive inventory. \$18,000. (415) 594-0314 evenings or weekends.

CLIPPER 21

Marine plywood daysailing sloop. Full keel. Good shape. Berkeley berth. Must sell by mid-October. \$900 or best offer. David Hock (415) 820-2000 ext. 493.

FOR SALE — 26-FT ERICSON SLOOP

8' beam, 4'6" draft, Club & genoa jibs, sleeps 5, 6 hp outboard, ship to shore radio, 12v battery, 20 gal. watertank, Danforth anchor, head. \$9,000. Call Nane Stokes, 921-3895; 848-5358.

CATALINA 27

Anxious to sell (2 boat owner). Clean, well maintained, ready to sail. VHF, ds, compass, AC/12 volt, dinette int., and more. \$12,000. Sausalito (415) 332-8399.

TUMLARE DOUBLE-ENDER 32'x7'6"x5'10". Prof. restored classic woodie. Fast, very seaworthy. Beautiful new int., all new s.s. rigging, cstm mast tangs, new keel bolts, new canvas deck, new rails/sliding hatch, new pulpit/stantions, bow rollow, 6' dinghy. Asking \$22,500. (415) 459-3947 Kent Parker.

1974 CHALLENGER 32

Stiff, heavily built and rigged sloop. Excellent liveaboard with refrigeration, h/c running water, shower, Miller range, spacious warm mahogany interior with Force 10 kerosene heater. Club jib, 150 genoa, 2 Danforth anchors, weather cloths, depth-sounder, VHF, 2 batteries, charger, shorepower, etc. Seriously for sale at \$35,000. Located Marina Bay. 525-1794.

EXPRESS 27 LIPSTICK — FOR SALE

1 year old, 2nd place, 1984 Express 27 Nationals, season champion, WRA 1984 Fall Series, all North inventory. This boat is fast! Seller motivated. First \$27,500 takes it. (415) 339-0201; (415) 622-8766.

24-FT COLUMBIA CHALLENGER

One of the cleanest around. New standing rigging 1983. New LPU 1984. Excellent running 6 hp Johnson. Head, galley, stove. 2 mains, 3 jibs, 3/4 oz. spinnaker. Consider trade for 30'-35' racer/cruiser. (415) 846-3536 eves.

CRUISE MEXICO OR ?

Fast, stable, safe, unsinkable 31' Searunner trimaran. Pro-built cruise equipped, 8 sails, 2 dinghies, digital depth, VHF, ap, 8 Barients, Sumlog, 3 anchors, stereo, wind gen., etc. Only \$25K. May take car in trade. Msg. for Randy (619) 457-1510.

LOOKING FOR A GOOD DEAL?

'72 CAL 29 w/150%, 110%, main, 3/4-oz spin., Atomic 4, alcohol stove w/oven, phone, shorepower, TV, VHF, fm stereo cassette, weather cloths, mid-boom traveler, adj. backstay, safety gear. Clean. \$17,500. San Diego, can deliver. (619) 692-9865.

CAL 28

F/G, Atomic 4, 6 sails, autopilot, depthsounder, VHF, knotmeter, galley. Great Bay boat, large cockpit, excellent condition. \$16K. (408) 246-3464 or (408) 725-8315.

CATALINA 22 — 1979

3 jibs, VHF, RDF, Bulkhead compass, Tillermaster Autohelm, 3 winches, lifelines, galley, upgrade trim & cabin cushions. Safety gear & extras included. 7.5 Johnson o.b., trailer, complete. Excellent condition. Dry sailed. \$7,200. (415) 657-7958.

STEEL SAILBOAT

Very fair professionally built in 1984, Bruce Roberts Mauritius. 44' center cockpit ketch. Walk thru to aft cabin. Full keel. Hercules diesel. Spacious, comfortable liveaboard with shower. Interior 80% complete. \$77,700. Alameda berth. (209) 823-5115.

34-FT ANGELMAN SEA SPIRIT

Classic wood ketch, Japanese built, 7 sails, bristol thru-out, Loran, VHF, ds, ap, dinghy on davits, Albin diesel, refrigerator, propane stove, 7 boat covers, ready for world cruising, ideal liveaboard, completely equipt. \$52,000. (415) 254-0524.

SAILBOAT RENTAL WANTED

Friendly, responsible, experienced family of 4, living out of town, wants to rent clean, well-equipt cruiser in 22' range 4-5 weekends/year for casual Bay cruising. We'll baby your boat! No leases, racers, fixer-uppers, please. (916) 345-3884 after 5:30.

ERICSON 29

Excellent condition throughout, original owner, VHF, am/fm stereo, compass, wheel steering, sleeps 6, all teak redone, new seacocks, Berkeley berth. \$24,000. (408) 286-9124.

A SAILORS SAILBOAT

34' Atkin ketch, 1964, double-ended. New rig '84, bronze fastened fir on oak frames. Moving. Must sell. \$19,500 cash. 673-6479 Tom.

BOAT WANTED — TO RENT OR SIT

Sail or power boat (apprx. 40') in marina in or near SF wanted for professional couple to liveaboard for one year. Non-smokers, experienced boaters, excellent references. Beth DeAtley 556-8655; 658-5855.

FREYA 39

1980 Excellent liveaboard—world cruiser. Volvo MD 17, Sitex radar, VHF, autopilot, depthsounder, VDO log, 8 Barients, Lefiell spars, electric windlass, heavy ground tackle, fiberglass dinghy, Dodger, HiSeas heater, propane stove/oven, refrigeration, pressure H₂O/shower. \$95,000. Full details—E.C. Carter, Box 1288, Friday Harbor, WA 98250.

BOAT BUILDING SITE

25'x100' level, fenced site near Oakland Estuary & other builders. Adjoining old 2-story 2-apt old house, vacant & needs work. Double garage & additional yard space. Rent or lease to res. party. Phone Al weekdays or eves. at (415) 428-2691.

CAL 34 CRUISER/RACER

1969. Sleeps 6. Near new headsail furling and main (2 reefs). 3 spinnakers with gear. 10 Barient winches, VHF, windguide, depthsounder, anenometer, knotmeter, backstay adjuster. Gimballed alcohol stove. Tiburon berth. \$32,000. (415) 435-2777.

WANT TO TRAVEL

Europe, Mediterranean, Pacific. Male, 58, navigator/engineer, long distance sailing experience. Bill L. (415) 841-8729. 1809 Fourth St., Berkeley, CA 94710.

YANKEE DOLPHIN 24-FT — 1968

Beaut. classic racer/cruiser by Sparkman & Stephens. Dk. blue LP hull w/teak trim. Mahog int. w/brass lamps. Chronometer, Barometer. Exc. Hood & DeWitt sails. '80 Johnson w/alt., ds. \$14,000/B.O. Jon, day (408) 251-8819; eve. (408) 448-4210.

CLASSIC WHITEHALL

16-ft f/g w/mahogany rails & seats. Double station w/Shaw & Tenney oars. \$1,200 O.B.O. (415) 547-0650.

GERMAN DAYSAILER

A very sturdy, fast, & practical daysailer or cruising dinghy. For sale w/trailer for \$2,675 or without for \$2,475. Demonstration and/or lessons if needed. Please phone Al weekdays or evenings at (415) 428-2691.

COLD-MOLDED HULL

4 layers over stringers, West system. 35'x9' D.E. Mull ULDB, 4'8" headroom, \$8,000 plus 1,000 hours invested. Best offer or trade for lumber, power tools, smaller wooden boat. Don Macey, Lake Tahoe, (916) 583-2263.

EAST BAY SAIL CLEANING — ONE WEEK REPAIRS

(415) 523-9011

BOGART & GORING SAILMAKERS

647 Pacific Avenue

Alameda, California 94501

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CONDOMINIUM SLIPS FOR SALE; POSSIBLE LEASE/OPTION

Clubhouse, Laundry, Restrooms, Jacuzzi, Mini-storage, Work Shop Space, Concrete Floats. Great for Liveaboards. 30' to 66'. \$650 per foot. Eagle Harbor Marina, 5834 Ward Ave. N.E., Bainbridge Island, WA 98110. (206) 842-4003.

SMALL BOATS FOR SALE

New Banshee. \$1,450. New Zuma: \$1,100. Used Mercury with trailer: \$600. Several used Sunfish from \$425. Demo Trac 16 catamaran with trailer: \$3,000. Vasona Sailing Center. (415) 961-3940; (408) 395-6755.

NEW ITEM FOR CRUISERS AND CAMPERS

12-volt lightweight travelling iron. Teflon base, folds flat. \$19.95 ppd. Please add sales tax if California resident. Send check or money order to Bayview Trading, P.O. Box 2398, Aptos, CA 95003.

CUSTOM MACHINING AND WOODWORKING

20 years sailing and maintenance experience. Complete wood and machine shop. PF Development, Inc. — Dave Izant — (415) 948-3545.

SAIL SEA OF CORTEZ — MEXICO

41' Morgan "Out Island" bareboat or skippered, fully equipped Zodiac dinghy, Windsurfer, Snorkel gear, 7 1/2 outboard, etc. Sleeps 7 in 3 cabins — mid-cockpit. From \$700/week off-season to \$1,225/week — 10% off on second time. Oct. \$850 — Nov. \$1,000. Bob Moore (415) 892-0340; wk 456-2913.

HUNTER 36

1980 sloop, well-maintained and equipped. Ready for Bay sailing. Seriously for sale at \$52,500/offer.
Call John at (415) 396-3886 days; 871-5374 eves.

CATALINA 30

Fully equipped. Like new. Call for info.
(415) 283-3837. Ask for Judie.
Asking low price of \$33,000.

WANTED

Small boatyard/marina or suitable property on West Coast/SFO Bay/Delta. Will consider Mexico or Gulf Coast.
(415) 581-3909, eves.

16-FT PRINDLE CAT

1982 with trailer and cover. White.
Very good shape. Double trapeze.
Asking \$2,100.
Tom (916) 221-4131 (Redding, CA).

TIME SHARE

Pacific Seacraft 25 sloop with 4 sails, new diesel aux., San Francisco Marina berth. \$810 per year pays all expenses including berth, insurance and maintenance. Call Tom (415) 771-2068.

ETCHELLS U.S. 367

Tailor made by Driscoll for present owner. New Crissy sails, symmetrical keel, all 1985 go-fasts, mint condition. \$9,500 firm.
(415) 435-0286. St.FYC burgee.

CREW POSITION WANTED

Experienced sailor desires crew position for weekends.
Please call evenings.
(408) 358-3244.

PROVEN CRUISER

Circumnavigation interrupted, boat shipped home from Australia. Ready to leave again tomorrow. BABA 35: Windvane, 8 bags, autopilot, VHF, SatNav, Ham, liferaft, dinghy, Nilsson windlass, diesel heater, custom spar, Signets, ST Barients, and much more. *Dark Star* has been extensively modified for long-term liveaboard cruising. We believe she is superior to a new boat. Priced to sell at \$86,500 (\$40,000 below replacement) by motivated seller. J. Kleiss, 6111 Saunders, Richmond, B.C. V7A4L9. (604) 274-0389.

TAHOE CONDO

Desp. to sell/trade. \$56,500 (pd. \$58K in '78). All reasonable offers/trades considered — to free us of liab. while cruising next 2 yrs. Stateline, NV, 2+2, sauna, jacuzzi, currently rented. Assum. at 36K bal. Serious inquiries. (805) 644-9685.

FOR SALE

36-ft Trimaran Piver. Main hull only. 95% complete. All drawings & plans. Marin ply & fiberglass construction. \$2,000 B.O.
(415) 892-0639.

KALIC 40 BY GARY MULL

This is the one you have been looking for. Never used, Bristol condition. \$60,000 in extras. Documentation and Emeryville slip included. Cost \$155,000. Steal it at only \$125,000.
Tony Mead 523-2900, owner.

25-FT DUFOUR (1981) MUST SELL

Immc. dbl-hulled sloop berthed in Alameda. Teak int. Galley w/propane stove. Priv. thru-hull head/basin. Genoa, working & storm jib, spin., 6 winches, 2 anchors, VHF, compass, km, epox. btm w/micron 33, 10 hp Honda. \$20,800. (916) 482-0413 eves.

CRUISING LIVEABOARD

32-ft Allied f/g ketch, 1977. H&C pressure shower, 4 cyl. Westerbeke diesel, 6 bags, VHF, RDF, depth, knotlog, windvane, propane, dinghy, outboard. Excellent condition & ready to go. \$59,000 O.B.O. 453-4791.

"BULL FROG"

William Garden, 1947. 30-ft double-end gaff cutter. Strong, well-maintained, cedar-on-oak classic. Equipped for live/cruise. Volvo dsl., new main, full wind inst. VHF, depth, stereo and lots more. \$30,000 firm. (415) 366-0169 eves.

BARTENDER 26-FT POWERBOAT

Cabin w/v-berth, dinette, icebox, sink, head compartment, stowage, lg. cockpit, new canvas top, cockpit cover, VHF. Great for sportfishing, overnighting. Rec. refurb., beautiful cond. Nds eng. wk. \$5,000. (415) 383-1760 message (415) 388-2070.

1978 BRISTOL 24

Yanmar diesel, 4 sails (main, 110% genoa, storm jib 7 small spinnaker), depth Guage, VHF. Excellent cruiser or first boat. Sleeps 4, roomiest cabin of any 24 footer. Will include several lessons. A steal at \$15,000. 381-8536.

BRISTOL 27 DAWN PATROL

Rec. returned from Hawaii & hauled. Ready to go. Dodger, spray curtains, '82 Honda 9.9, anchors, chain, tankage galore, VHF, shortwave receiver, RDF, stereo, fatho, knot, masthead strobe, 3 bilge pumps, wind self-steering. \$16,500. (408) 662-0382.

"YELLOW BIRD"

1985 J/27. Race record: 1st Milwaukee rolex, 3rd MORC Internationals, 2nd Bayfield Race Week, 1st MORC Great Lakes Championship. Full suit new Mylar/Kevlar U.K. sail. Latest high tech go-fast equipment and rigging. Tandem trailer. Sailed in fresh water only. Free delivery. \$39,500. Robert Schlieske, 140 Interlachen Lane, Tonka Bay, MN 55331. M-F, 8-5: (612) 450-1222.

FREEOM 21 CAT

Own a 50% share or 100% of the only Balsa cored Freedom 21 charter boat on the Bay. Asking \$15,000 at 100%, \$2,000 plus 1/2 the note for 50% share. Call Dave at 521-1929 days; (707) 745-9084 eves.

"WISHBONE"

34' LOA, 28' LOD x 8' x 5'6". Colin Archer double-ended cutter. Built by John Bobonewich in Hollywood, CA, 1934. Bristol condition! Hauled 6/85. New: bottom, topsides & deck paint, galley, upholstery, head, carpeting, int. paint, all brightwork, bow pulpit and sail covers. 31 hp Gray with new starter, alt. coil, volt reg. battery, bilge blower and auto. bilge pump. Richmond berth. \$19,500. Serious inquiries only, please. Harold: (209) 952-9435.

FOR RENT

36-ft upwind berth. \$3.90 ft. Located Marina Bay Yacht Harbor, Richmond. Has electricity, water and telephone hook-up. Excellent parking and security. Call Al (408) 248-3580 eves.

BRISTOL 29 — \$22,000

Well equipped, very good condition, extensive sail inventory. Berkeley berth. Must sell now.
(415) 829-2211 (Sherry); (415) 820-8152 evenings.

P 28 HALBERGH

A beautiful Swedish sloop, mahogany plank on oak ribs. Rebuilt Albin engine, 5 sails, enclosed head, sleeps 4, VHF, masthead navigational lights, berthed Peninsula Marina. \$7,950.
Days 347-7764; eves. 349-9410.

CAL 20

Sausalito berth. Good condition. Recent overhaul. Extra sails, good engine. 1/3 partnership at \$1,300 or 2/3 partnership at \$2,600. Excellent Bay sailing. This boat is hardly ever used. Call Peter 461-4791 (leave message) or 454-7992 (days).

GULFSTAR 50

Extremely well-equip cruising yacht w/all the amenities; ap, radar, Loran, SatNav. Weatherfax, Marine Sideband, VHF, Pitlog, fatho, water-maker, refrig., 3.5 kw aux., disaster pumping sys., extra sails, dinghy & o.b. & more. Bob (702) 883-5511.

PIER 39 — CHOICE 36-FT SLIP

Invest in your own piece of the San Francisco waterfront. Sacrifice. \$30,000.
(415) 865-0910.

FOR SALE

Santana 22: one owner, excellent condition. Main sail, two jibs, rigged for single-handed sailing. 4 hp outboard. Loved and forgiving. Docked in Emeryville. \$5,000.
Diana 526-8138.

J/29

'84. Named one of the Top Puget Sound racing boats. Featured in *Sailing Magazine* Jan. '85. On cover of *NorWesting* Sept. '85. Mint! Must sell. Will pay shipping to Bay Area. Steal it! 35K. Jan Place 1-(206) 789-4608.

NAPA VALLEY VINEYARD FOR SALE — 16.47 ACRES

\$362,000. Planted to Chardonnay and Cabernet.
Will consider a sailboat as partial payment.
Call (707) 942-6990 eves. or weekends.

ISLANDER 28

One owner. Launched 2/80. Bob Perry design. Sleeps 6, fast & comfy. to race or cruise. Hood seafoam system, Dewitt sails, stereo, depth, knot, marine radio, masthead strobe. Bristol cond. Can be seen at Brickyard Cove-B38. (916) 663-2444 aft 6 p.m.

WANTED: J/24 OWNERS

Trade your J/24 for a J/29.
Too much? Find a partner.
'84 with 85 sails. Full race. Only 35K.
Jan (206) 789-4608.

CATALINA 27

1983, diesel, spinnaker, 150, 110, main, VHF, depthsounder, 2 anchors, 110 A.C., etc., etc. Excellent condition. Includes berth, assume loan.
Contact: Roger Larsen (415) 376-2646.

BOAT FOR SALE

Tayana 37 cutter with pilot house. Dual command. LOA: 36.8, beam: 11.6, displ: 24,000 lbs., draft: 5'8". Eng: diesel Perkins. Heating, refrigeration, radio telephone, fully equipped. Many extras. Perfect condition. \$92,500. 892-7461; 883-0628.

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Offers lighted harbor entrance, deep water anchorage, engine and boat repair, free hot showers, international telephone, finest restaurant and the coldest beer. Come see us!
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ELEGANT CHARTER

Diabolique, a 44-ft luxury center cockpit sloop is available for charter. Berthed conveniently at Emery Cove. Daily, weekly, weekends. Don't sail? Use as romantic retreat for the weekend.
Diabolique Charters. 926-0480.

CATALINA 30

I need someone to rent my boat 6 times between now and the end of the year.
The boat is berthed in Alameda. It is in good condition and well equipped.
\$90 a day. Call Dick Southworth (415) 523-6730.

SEE PILLAR POINT HARBOR

From a new apartment located within easy walking distance of the new marina. Panoramic views of the marina and the ocean. One bedroom, 1 bathroom, JennAire stoves, fire sprinklers, washer/dryer, desks. \$1,000/mo., and \$900/mo. lease, 2 units available on 10/1/85.
Marina Vista, Realtors. (415) 726-7533.

WE NEED REAL ESTATE — WILL TRADE A YACHT

Over 30 boats to choose from . . . examples: Columbia 25, Odyssey 30, O'Day 32, Westsail 32, Yamaha 33, Bristol 35.5, Islander 36, Pearson 37, Freeport 41, Endeavour 43, Brewer 43, Custom 50. See Sam or Karen Knapp. The Exchange Specialists at Jack Barr Yacht Sales. (415) 865-1035.

18-FT HOBIE CAT & TRAILER

Mint condition. Many extras. Must sell.
\$2,900. Best Offer.
Will consider cars, coins, jewelry or ? in trade.
Jack Barr Yacht Sales, Inc. (415) 865-1035.

SAN JUAN 24 — 1/3 PARTNERSHIP Inexpensive ownership and great opportunity for practically unlimited sailing on the Bay. My 1/3 with 2 congenial partners at 1/2 market price. \$1,500 equity, \$100/mo. berth and mortgage. (415) 493-2495.	PARTNERSHIP Offering 50% interest in my Brewer 45 because other commitments limit sailing to twice a month. LOA: 45'. LWL: 38'. Draft: 6'. Hull: fiberglass. Engine: Volvo 85 hp. This beautiful staysail ketch carries 1,000 sq. ft. of sail. Center cockpit design provides private aft-cabin. Other amenities include solid teak interior, fireplace, 110v generator, refrigeration, microwave. Downwind sails and self-tailing winches make <i>Interlude</i> easy to handle. Equally great for the Bay or blue water cruising. Days (415) 627-5144; eves. (415) 854-4350.	PEARSON 365 KETCH 1979. Good condition. Westerbeke diesel, pedestal, compass, fathometer, VHF, pressure hot & cold water, stall shower, full galley. Comfortable, roomy liveaboard/cruise. \$57,000/offer. (415) 697-5977.
WHALE BOAT Refinished, new deck, keel, fastenings. Built 1939. Work is first rate, done by Larry Hitchcock. Great boat. Sprit rig. Just hauled. Intended for cruising. Very strong, simple. 8 hp inboard. \$6,000. 626-3439.		DEL REY 24 Sleeps 4, has head & galley, 2 mains; 2 jibs & 1 genoa. 6 hp outboard. Fiberglass hull. A very seaworthy boat. \$9,000. (408) 246-7309.
C & C LANDFALL 38 Well equipt, 1980, tri-cabin, 3 sails, pedestal steering, galley, head, pressure water, shower, VHF, -depthsounder, knotlog, Barient winches, needs nothing but annual haul out. Building house. Must sell. \$76,500. (415) 851-2838; 544-7590.	FOR SALE — RAVEN 26-FT 1982 New Zealand fiberglass sloop. Flush deck, full headroom, proven offshore cruiser. 10,000 miles. Yanmar diesel, liferaft, Navik windvane, propane oven, log, VHF, dinghy, ds, EPIRB & more. Ready to go offshore. \$23,500. Phone 332 6362.	EXPERIENCED YACHT SALESMAN WANTED Don Wilson is looking for a qualified new & used boat sales person. 532-0747.
1977 ERICSON CRUISING 36 Cutter rig. Graceful traditional lines. Excellent condition. Many extras. Super liveaboard. Coastal or Bay cruiser. \$69,900. (415) 587-7795 or 222-6492.		FJ NO. 4217 '79 Cabalero hull, new Proctor mast, 2 complete sets of sails, trailer. Fully rigged, in good condition and ready to race. Fast and competitive boat. Active local fleet. \$2,200. (415) 332-5244.
PASSPORT 42 Fully ready to sail, 4 sails, Loran microwave, ref, plus much more. Excellent condition built for cruising or Bay sailing. For an appointment call (415) 236-9503 eves. \$127,000.	CHEOY LEE OFFSHORE 41 — BEST ON BAY Radar, VHF & SSB radios, Loran-C, autopilot, stereo system, 40-105 amp hour batteries, 3-banks Mariner automatic battery charger, freezer & refrigerator, complete spinnaker gear, Hood roller furling, Monitor selfsteering, Barient self-tailing winches, 3/8" Lexan on all hatchcovers, Avon dinghy, Seagull motor & Zodiac liferaft, plus much, much more!! This ketch has everything to take you anywhere, or to just liveaboard (even the king size down comforter, the German cutlery, or French cookware are included). You'll be surprised at the many pages of equipment, much of it has never been used (nearly \$30,000 was spent this year alone)! Best offer over \$110,000. (415) 661-7257.	LANCER 25 Great boat for Delta/Bay. 7.5 hp Honda. Main & working jib. Refurbished cabin w/6' headroom & stereo. Richmond berth. Lessons available. \$7,500 or B.O. Ask for Brian. Please leave message. (415) 620-4684 days; (415) 236-4585 eves.
ESPERANZA — YANKEE CLIPPER 1977. 41' f/g stays'l ketch, has cruised Pacific 6 years, is now offered for sale. Fully equipt for cruising and/or living aboard. \$75,000 cash/trade/terms. For details write: Fred Boehme, 1290-D Maunakea #248, Honolulu, HI 96817.		WESTSAIL 32 Flush deck style, one piece hull, has made 2 offshore passages. Needs lots of work. No motor. Very roomy, strong & seaworthy. Slow but steady, comfortable cruising or liveaboard. \$15,950/offer. John (415) 376-4706 evenings.
U.S. MARSHAL'S AUCTION — SCHOONER CANDIDE Gaff rig, GM4-71 diesel auxiliary, 80-foot length overall, 50 net tons, built 1972. Sale October 15, 1985 at 10 a.m., lobby U.S. Courthouse, San Francisco. Further details call (415) 626-5400.		1935 CLASSIC CRUISER 30', sleeps 4, 6 cylinder engine, restored to original condition, one owner 47 years, complete canvas cover, part of antique boat collection, beautifully varnished, lots of brass. Sale/trade. (209) 838-2913.

SAIL THE SOUTH SEAS

We would like to invite our good American friends and neighbors to join us aboard our 48' ketch **Stormstrutter** on our third South Sea Expedition.

An expedition is quite different from a charter. Most charter boats stay in quiet waters and the vessels are run by professional crews. The object of a charter is to have an easy sailing holiday in the sun. An expedition is quite the opposite. People joining me are signed on as crew and they stand their watches and do the chores the professional crew normally do on a charter boat. We sail from 60° North to 40° South and we catch everything God passes out in the way of good weather and bad. On an expedition I train people to be sailors. This not only involves showing people how to raise, trim, reef and lower the sails and how to tie knots and steer straight but they also get experience in doing these chores on

a long ocean passage. Probably more important though, they learn how to personally cope at sea. Virtually everything they have learned to do since they were infants on land is done differently aboard a sailboat under way in rough seas.

We spend the first week to 10 days of each leg of our expedition in quiet water while I show crewmembers how to be sailors and how to handle **Stormstrutter's** gear. Then we go to sea and do a major ocean passage. By the time we reach port I have a good bunch of sailors on board. Then we turn the trip into a fun holiday cruise.

Stormstrutter will depart Maple Bay, Vancouver Island, next May for a break-in cruise up the B.C. coast, an ocean passage to Hilo, then a holiday cruise into Honolulu. The next 6 crewmembers join ship in Honolulu for an island cruise to Hilo, then a passage down to Bora Bora and a

holiday cruise into Papeete. The next crew join in Papeete and have a break-in cruise through the Society Islands, then passage-make up to Penrhyn and Suvarrow in the northern Cooks. From there we sail on down to Niue and Vavau, Tonga with wind-up cruise down the Tongan group to Nukualofa. The fourth crew join me in Nukualofa, then sail back up to Vavau, Pago Pago, Western Samoa, Fiji and then down to the green coast of New Zealand.

A 6 week holiday of this sort sure is cheap for you lucky Americans with the exchange rate the way it is. Total cost for 6 weeks all found on board including happy hour grog is \$4,900 Canadian. Air fares extra. For more information write or phone:

John or Pat Samson at Arctic Tropic Cruising Boat Sales Ltd., R.R.1, Duncan, B.C. V9L 1M3, Canada. (604) 748-8950.

DANNA

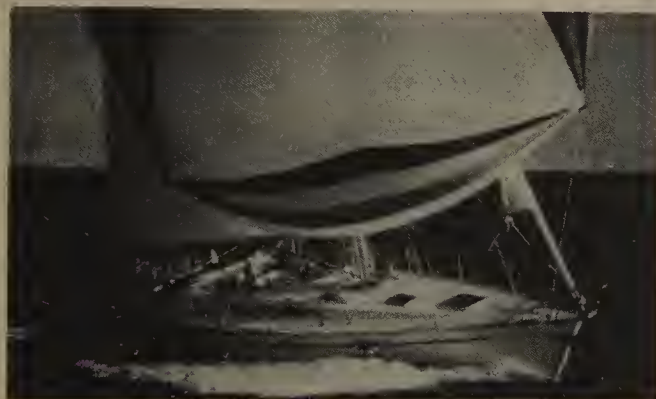
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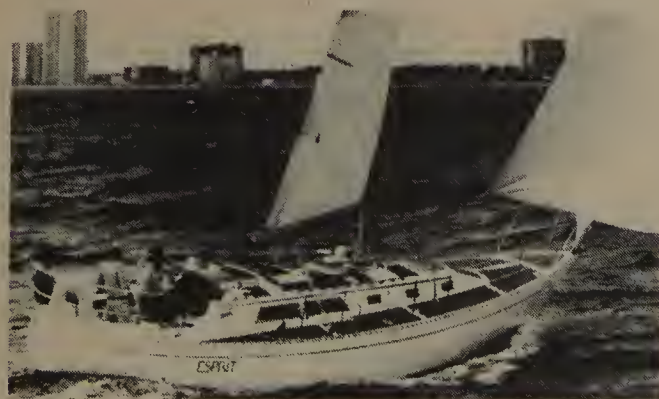


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"Offshore Cruiser Of The Decade"
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VALIANT 37

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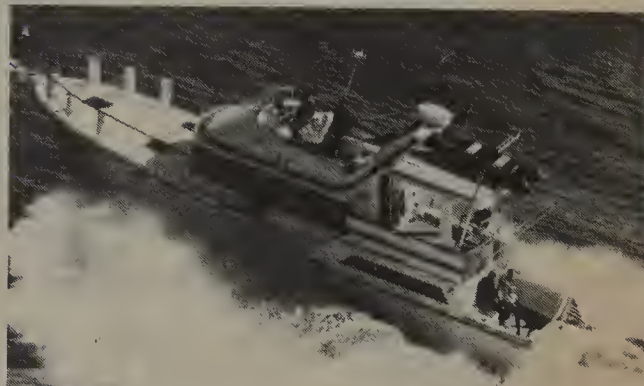
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SPOILER 51

from \$202,000

SELECTED BROKERAGE LISTINGS

22'	Catalina 22	\$6,000*
22'	Catalina 22/tlr	\$6,500
24'	C&C 24	\$14,950*
24'	J-24	\$12,650
24'	Bristol 24	no\$down*
25'	Nordic Folkboat	\$9,500*
25'	Merit 25	\$19,000*
26'	Columbia 26mkII	\$9,500*
26'	Columbia 26mkII	\$9,600
26'	Int. Folkboat	\$15,500
26'	Balboa 26	\$14,500
26'	Pearson 26	\$18,000*
26'	Soling 26/tlr	\$5,000*
27'	Ericson 27	\$17,500*
27'	Catalina 27	\$19,000*
27'	US 27	\$28,000
28'	Lancer 28	\$16,500*
28'	Ericson 28+	\$1500dwn*
28'	San Juan 28	\$28,000*
28'	Morgan OI28	\$29,500*
30'	Tartan 30	\$39,500
31'	Pearson 31	\$42,000
32'	Coronado 32	\$49,750*
32'	West sail 32	\$45,000*
32'	Columbia 5.5	\$10,000
33'	Tartan Ten	\$34,000*
33'	Ranger 33	\$50,000*
36'	CS 36	\$75,000*
38'	Morgan 38	\$75,000
41'	Ericson 41	\$68,000*
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46'	Morgan 46	\$132,000
65'	Alden Ketch	\$95,000

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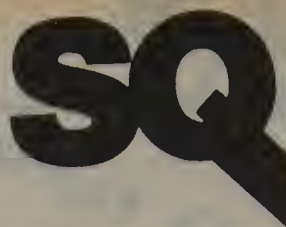
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FOR SALE

Sailboat Marina

Exclusive sailboat marina located on the Columbia River in Portland, Oregon. This marina is on the most popular racing area of the entire Columbia River. 100-foot frontage on .39 acre lot with 60 slips on 600 sq ft of water rights which includes the real estate and 2 bedroom houseboat. \$275,000 Cash.

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NEW BOATS

Moody 41	139,000	charter ready
Newport 30III	53,225	charter ready
Newport 33	65,475	charter ready
Shock 35	49,500	base price

Selected Listings

STARTER BOATS

Islander Bahama 24	7,500
Santana 22	6,500
Neptune 24 with trailer	14,000

HIGH PERFORMANCE

Parker 505	2,500
Olson 30	33,000
Soverel 33	from 50,000
Santana 35s	from 49,950

CRUISERS

Newport 30	from 33,000
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BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

- 44' LAFITTE '80. Cutter rigged sloop. Extremely well-equipd and well rigged luxurious cruiser w/many custom features. **\$175,000.**
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- 30' CATALINA '78. Loaded with gear, whl, dsl., etc. **Inquire.**
- 30' ISLANDER BAHAMA '78. Clean/roomy family racer/cruiser. **Inquire.**
- 30' NEWPORT '79. Phase II with VHF, Loran, autopilot, knotmeter, wheel, dodger, pressure hot water, Volvo diesel, spinnaker and more. **Inquire.**
- 30' SANTANA '77. (2) of these racer/cruisers w/diesel & good gear. **Inquire.**
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- 24' NIGHTINGALE '74. Clean, race equipped, Wylie design. **\$11,500.**
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22'	Santana	1969	...	\$5,600.00
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24'	S&S Yankee Dolphin	1967	...	12,500.00
24'	Cal 2-24	1968	...	10,000.00
26'	Columbia MKII	2 available	'70,'71	frm 12,500.00
27'	Santana	1968	...	12,500.00
28'	Albin Cumulus	1982	...	33,000.00
29'	Cal 2-29	1975	...	29,900.00
29'	North Atlantic 29	1978	...	45,000.00
31'	Cheoy Lee O/S Ketch	1967	...	30,000.00
32'	Traveller	2 available	'77,'79	frm 49,500.00
32'	Westfall 32	1978	...	63,000.00
32'	Columbia Sabre Sloop	1965	...	10,500.00
32'	Pearson Sloop	1968	...	59,500.00
32'	Islander	1976	...	39,500.00
34'	Cal 34	2 available	'68,'69	frm 33,000.00
36'	Islander	1977	...	65,000.00
37'	Island Trader Ketch	1977	...	63,000.00
39'	Freya 39	1980	...	122,000.00
40'	Hinckley Bermuda 40 Yawl	1963	...	97,500.00
40'	Cheoy Lee Midshipman Ketch	1975	...	85,000.00
41'	North Sea Pilot Cutter FC	1973	...	60,000.00
45'	Van de Stadt Cntr Ckpt Sloop	1977	...	59,000.00
28'	Hallberg P-28	1958	...	10,000.00
30'	Friendship Sloop	1964	...	36,500.00
30'	Spitsgatter	1948	...	39,500.00
34'	Sparkman&Stephens Aux. Yawl	27,500.00
40'	Sparkman&Stephens Aux. Yawl	1960	...	57,000.00
40'	Kettenburg K-40	1961	...	Offers
40'	Concordia Yawl	1957	...	75,000.00
45'	Custom New Zealand Cruising Ketch	1974	...	90,000.00
24'	Reinell	1978	...	15,500.00
30'	Pacemaker Sportfisher	1965	...	14,500.00
32'	Chris Craft	1966	...	16,000.00
38'	Pacemaker Sportfisher	1965	...	39,995.00

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LOA	DESIGN	Year	Asking
★ 23'	CORONADO 23 sloop	1969 good starter	\$6,500
★ 23'	PEARSON ELECTRA	1961 new sails	7,850
★ 24'	YANKEE DOLPHIN	1967 recent survey	12,500
★ 25'	MERIDIAN sloop	1961	12,000
★ 25'	ENGLISH sloop	1960 seven sails	10,000
★ 26'	PEARSON	1975 o/b, elect. start	9,500
★ 26'	COLUMBIA 26	1971 cruise equipped	14,800
★ 26'	BALBOA 26	1976 includes trailer	13,000
★ 26'	SANTANA sloop	1979	17,500
★ 27'	AMERICAN MARINER	1979	10,425
27'	C&C sloop	1971 Atomic 4 i.b.	22,000
★ 27'	CATALINA	1982 Atomic 4 i.b.	20,500
27'	CATALINA	1976 Atomic 4 i.b.	15,000
★ 27'	CAL 2-27	1977	22,500
27'	VEGA	1971 exclnt cond	20,000
★ 28'	ISLANDER	1975	32,000
29'	SEAFARER sloop	1974 (6) sails, (9) Barients	14,000
★ 29'	ERICSON	1977 Atomic 4 inboard	28,000
★ 30'	GEARY sloop	1931	16,500
★ 30'	OLSON 30 ultralight	1980 (9) sails, racing machine	26,000
★ 30'	HERRESHOFF classic sloop	1964 teak, oak beauty	31,000
★ 32'	CLIPPER MARINE sloop	1975 center cockpit wheel	17,000
★ 32'	COLUMBIA SABRE (5.5)	1965 bristol, super bargain	10,500
★ 32'	ARIES sloop	1977 liveaboard cruiser	45,000
★ 33'	RANGER sloop . . . SOLD	1978 clean racing cruiser	40,000
33'	TARTAN sloop	1978 (6) sails, one-design racer	30,000
34'	TRUE NORTH cutter	1980 recent survey, cruiser	58,000
★ 34'	CAL 34 sloop	1968 furling jib, cruiser	34,500
★ 34'	CAL sloop	1968	30,000
★ 35'	ERICSON sloop	1972 priced right	41,000
★ 35'	MARINER 35 ketch	1967 well-equipd cruiser	47,500
35'	CORONADO sloop	1974	42,500
★ 38'	MORGAN sloop	1979 long range cruiser	69,000
★ 39'	CAVALIER sloop	1977 meticulous lvabrd cruiser	79,000
★ 39'	FREYA sloop	1978	80,000
39'	LANDFALL cutter sloop	1976	65,000
★ 40'	FAST 40 ultralight sloop	1983 (15) sails, trailer, bristol	38,500
★ 41'	KETTENBERG cutter	1960	65,000
★ 41'	ISLANDER FREEPORT kch	1981 bristol liveaboard	120,000
41'	ISLANDER FREEPORT kch	1978 trade for condominium	125,000
★ 42'	GARDEN ketch	1975 teak liveaboard cruiser	125,000
★ 44'	PERRY cutter sloop	1979 loaded luxury cruiser	195,000
★ 46'	MORGAN ketch	1979 electronics galore	160,000
★ 46'	SARRATT aux sloop	1979 global veteran, loaded	140,000
★ 47'	GILES/MOODY ketch	1974	165,000
★ 47'	GULFSTAR Sailmaster ketch	1980 full electr., world cruiser	225,000
47'	PERRY ketch	1979 beauty, liveaboard/cruise	100,000
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★ 50'	FORCE 50 GARDEN kch	1976 liveaboard cruiser	135,000
★ 57'	SPARKMAN STEPHENS ywl	1954 luxury ocean cruiser	189,000
60'	HERRSHOFF ketch	1982 beautiful liveaboard	375,000

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L.O.A.	39' 11 1/2"	BALLAST	9,000 lbs lead
L.W.L.	31' 0"	DISPL	24,500 lbs
BEAM	13' 4"	SAIL AREA	786 sq ft
DRAFT	5' 3"		

SAILS AND CANVAS: Jib, main, mizzen; sail covers; sun cover; miscellaneous covers.

SPARS: Aluminum by LaFiell; Hyde roller furling jib; Sta-Lock fittings; Forespar adjustable whisker pole; vang gear.

WINCHES: (6) Barient's, self-tailing and standard.

MACHINERY AND TANKS: BMW D50 diesel 2:1 reduction - 120 hrs.; Racor primary fuel filters; 50 gal stainless fuel tank; 118 gal stainless water tanks (3); (2) heads w/pressure h/c water-shower; (2) holding tanks w/pump out; manual and electric bilge pumps; sea water wash down pump.

ELECTRICAL EQUIPMENT: (2) HD 100 amp batteries; 30 amp Crown converter/charger; Alarm system engine/bilge; 110V shore cord; rudder angle indicator; Marinetic propane gas shut off; Marinetic 110V/12V main panel; HD master switch.

ELECTRONICS: Signet system 4000 - boat speed, log, wind speed, wind direction, close hauled indicator, depthsounder, display on deck, plus navigation area; Horizon VHF (new); Pioneer AM/FM tape deck.

GALLEY: Shipmate stainless steel 3 burner propane stove w/oven; propane tank w/indicator; custom ice box w/remote thermometer; custom pot locker; h/c pressure water; Whale foot pump w/filter.

GROUND TACKLE: 45 lb CQR plow anchor, 60' 3/8" chain, 200' 1/2" nylon; Simpson Lawrence 12V windlass; wash down pump; double bow rollers.

MISCELLANEOUS EQUIPMENT: Cockpit dodger; stainless steel Simpson Lawrence davits; cockpit cushions; (11) Bomar opening ports w/screens; (6) lifejackets; (2) horseshoe rings w/holders; swim ladder; radar reflector; Halon automatic fire extinguisher.

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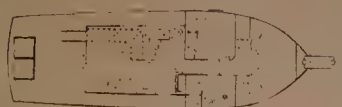
PANDA-34, PANDA-38

BABA/PANDA-40 T/C & PILOTHOUSE

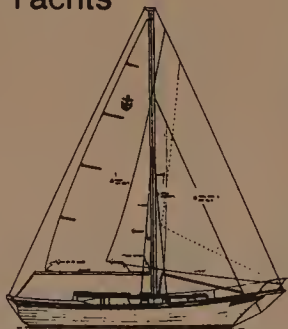
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30' Ericson, 30, '69 28,000
35' Baba, 35, PH, '80 72,000
*36' Islander, '80 89,000
*At Our Docks

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40' Panda - 40 PH, '82 134,950
46' Clipper 46, '75 98,500
46' Hiller - 46, '84 139,500
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28' Westsail	'81	d/ib	52,000
30' Cal	'64	g/ib	24,445
30' Islander	'69	g/ib	15,950
33' Islander	'69	g/ib	34,500
36' Columbia	'71	g/ib	33,500
40' Islander	'72	d/ib	95,000
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Look what you get for just \$84,550.00!! William Garden design, built by the famous Tayana yard! Perkins 4-108 diesel, huge cockpit, aft cabin, separate shower, 6'6" headroom, propane stove with oven, exhaust fans, ground tackle, life saving equipment, knotmeter, depth indicator, plus more!

SELECT LISTINGS

- | | | |
|-------|--|----------|
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| * 25' | FOX sloop, '79, Gary Mull design. | 12,000 |
| * 25' | HUNTER sloop, '76, new Evinrude. | 8,500 |
| * 25' | CAL sloop, '80. | Offers |
| * 28' | ISLANDER sloop, '76, Perry design, Volvo diesel. | 28,000 |
| * 30' | COLUMBIA sloop, '72, plenty of sails, with (2) spinnakers & gear plus much more. | 29,500 |
| * 30' | CATALINA sloop, '80, popular Bay boat. Very clean! | 31,000 |
| * 30+ | ERICSON sloop, '82, this boat has been mistaken for being brand new!! Must see!! | 49,500 |
| * 30' | FARALLON sloop, kit boat, 90% complete, Volvo dsl, full keel offshore cruiser. A fantastic buy at | 28,500 |
| * 31' | MARINER kch, '71, classic William Garden dsgn, Perkins 4-107 dsl, new L.P.U on hull. Beautiful! | |
| | SOLD | 41,500 |
| * 33' | RANGER, sloop, '78, diesel, electronics | 47,500 |
| * 35' | ERICSON sloop, '70, CLEAN! | 39,500 |
| * 36' | MARINER cutter, '79, Isuzu dsl, + many extras | 66,000 |
| * 36' | ISLANDER sloop, '79, dsl, furling jib, ST winches, dodger, extra clean | 59,000 |
| * 37' | TAYANA cutter, '79, plenty of electronics, battery charger, dsl heater, safety liferaft, set up for cruising or liveaboard. | 89,950 |
| * 37' | TAYANA cutter, '82, Yanmar diesel, teak house, tanbark sails, very well maintained. | 86,000 |
| * 37' | TAYANA MKII cutter, '83, aft cabin, separate shower, Loran C, battery charger, spray dodger. | 93,000 |
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| 50' | GULFSTAR MKII, '79, aft cabin, ideal liveaboard. | 175,000 |
| * 52' | TAYANA cutter, '84, Robert Perry design, Loran C, SatNav, 7.5 kw, central heat & vacuum, refrigeration, microwave — too much to list!! | 298,000 |

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24' MOORE, '80, trlr...	15,950
24' WYLIE WABBIT, '82, trlr...	7,500
25' FREEDOM, '82, cat rig...	25,995
25' MERIT, '80...	18,750
25' SANTANA 525, '78...	16,500
27' CATALINA, '77, dsl...	21,500
27' SANTA CRUZ, '76, trlr...	19,500
27' TARTAN, '65, full keel...	16,500
29' SUNWIND, '83...	34,900
29' ERICSON, '76, Atomic 4...	25,000
29' RANGER, '72, Atomic 4...	22,000
29' GULF, '81, Atomic dsl...	32,500
30' CATALINA, '76, dsl...	28,000
30' ISLANDER, '76, Volvo 10hp	29,500
30' TARTAN, '78, skeg rudder...	39,500
30' O'DAY, '81, Yanmar...	37,500
30' RAWSON, '63, full keel...	23,500
30' PALMER JOHNSON, '73...	41,900
30' YAMAHA, '81, Volvo...	41,900
30' US YACHT, '81...	33,500
30' US YACHT, '80...	39,950
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30' CAPE DORY, '82, full keel...	58,900
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38' HANS CHRISTIAN, '79...	99,000
39' O'DAY, '82...	79,500
40' JOUBERT NIVET, '84...	190,000
41' ERICSON, '69...	69,500
41' PERRY, '79, cutter...	128,000
42' US YACHT, '82, slp...	87,000
43' GULFSTAR, '77, kch...	99,000
43' SERENDIPITY, '79...	99,000
44' PETERSON, '75, cutler...	99,000
45' S&S, '82...	82,000
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50' CHALLENGER, '74, kch...	290,000
51' BAL TIC, '80, Volvo 60hp...	Repo
64' HERRESHOFF, '82, kch...	375,000

* POWERBOATS *

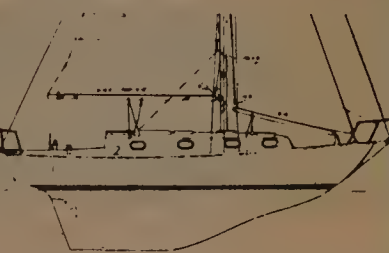
25' BERTRAM, '64, sport/fish...	25,000
26' FIBERFORM, '73, sedan...	7,900
34' SEA RAY, '83, sedan/brg...	92,500
38' APACHE, '19, comcl twlr...	19,950
38' HERITAGE, '81, twlr...	89,000
40' PILGRIM, '85, motoryacht...	138,000
40' MONK, '74, sport/fish...	83,000
42' CALIFORNIAN, '78, twlr...	125,000
53' HATTERAS, '73, M/Y...	325,000
58' HATTERAS, '79, M/Y...	495,000
65' PACEMAKER, '65, M/Y...	285,000



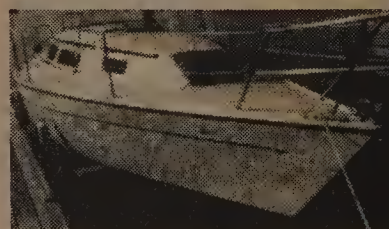
HANS CHRISTIAN 38T MKII. Full dodger, vane, a.p., full instrumentation, better than new. **\$115,000.**



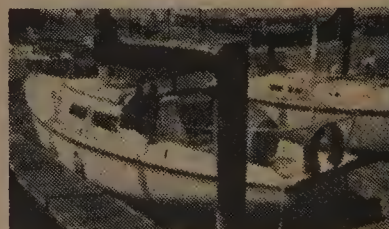
ERICSON 41. Dsl eng, Hood roller, an elegant offshore cruiser offered at a fraction of replacement price. Must see. **\$69,000.**



CAPE DORY 30. 1983, cutter, like new, at our docks. **\$58,900**



US 30. 1981. A lively performance oriented cruiser. Dsl, pedestal steering. Must sell to buy bigger boat. At our docks. **\$29,950**



CAL 34. Undoubtedly the perfect S.F. Bay cruiser. Dodger, dsl, solid equipment. At our docks. **\$46,900.**

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Square Dr.

Alameda,
CA 94501

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2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA. 94965



57' S&S/Abeking & Rasmussen yawl, 1954, wonderful sailer, the last three years spend making her one of the most complete and beautiful yachts on the Coast. \$189,000.

SELECTED LISTINGS

28' Cheoy Lee Offshore 28 sloop, 1976, very spacious, clean... \$34,500
28' Holman Twister sloop, 1969, quality English construction... 29,000
28' Wollacott New Zealand Kauri sloop, 1972, ready to go again... 29,500
31' van de Vlis steel sloop, 1970, vane and good cruising gear... 35,000
32' Gillmer Aries sloop, 1974, good sailer, clean... 38,000
32' Al Mason sloop, 1972, good sailer, TillerMaster... 26,000
33' Hallberg Mistral sloop, 1970, vane, wheel steering, loaded... 50,000
38' Groupe Finot steel cutter, 1980, very experienced cruiser... 75,000
38' Bluewater Ingrid ketch, 1972, lots of good cruising gear... 59,900
40' Hinkley Bermuda 40 yawl, 1963, well maintained... 97,500

42' Herrshoff cutter, 1960, recent new interior, clean... 45,000
44' Garden/Fung aft cabin Porpoise, 1969, shows beautifully... 125,000
45' William Hand schooner, 1929, much recent work done, pretty... 50,000
45' Norris aft cabin steel ketch, 1978, inside steering... 90,000
46' Garden ketch, 1941, traditional good taste, excellent sailer... 69,500
54' van der Meer/Skallerud steel ketch, 1963, Hawaii veteran... 195,000
58' Alden/Abeking & Rasmussen steel kch 'Minot's Light', 1951... 149,500
59' Schock stays'l schooner, 1934, very fast and sleek... 88,000
64' Herreshoff ketch, 1982, built in New Zealand, excellent... 375,000
65' McCurdy & Rhodes Aluminum kch, 1978, 5 staterooms, great 300,000



38' Stephens Farallon Clipper, 1957, one owner since she was new, bright hull, beautifully maintained, serious seller just reduced her price to \$40,000.



38'6" Alden/LeCompte Challenger yawl, 1960, veteran of two Hawaii cruises (one single-handed) and several Mexico cruises, much upgrading and new gear in the last four years, ready to go. \$98,000.



37' Ta Yang Tayana ketch, 1981, special boat show demonstrator model with many custom features, very well equipped, beautiful. \$90,000.

OVER 120 OFFSHORE CRUISING BOAT LISTINGS

Particulars are believed to be correct but are not guaranteed; subject to price change, prior sale, or withdrawal without notice.



GOLDEN STATE INTERNATIONAL YACHT & BOAT SALES

SALE BROKERAGE

20' Santana, 1978.....	Offers	30' Tartan 3000, 1982, try	49,900
20' Newport, 1971.....	3,600	30' Islander, loaded!...	29,000
24' Windrose, 1983, trlr., beautiful!	Offers	32' Columbia Sabre, 1965	11,000
24' Venture, loaded,....	5,900	32' Gulf Pilothouse sloop	58,000
24' with trailer		34' Atkin ketch, cruiser, diesel	Offers
25' Ericson, strong. ALL	OFFERS	35' Columbia, center....	49,000
26' Columbia Mk II,....	Offers	cockpit lvabrd	
must see!		35' Benford cutter.....	45,000
26' Folkboat, 1970.....	14,500	36' Lapworth.....	29,000
27' Santana, Volvo dsl,...	Offers	36' MacGregor eat, '79..	42,000
much gear.....		36' Ericson, flush deck..	79,900
27' Catalina, outboard..	16,900	37' Fly'g Dutchman,....	Offers
must see!		racr/cruiser	
27' Bayliner, lvabrd, try	12,500	37' Tartan.....	95,000
27' Balboa..... try	12,500	38' Ericson, 1980.....	87,500
27' Cheoy Lee.....	29,900	38' Catalina, 1983,....	Offers
27' O'Day.....	19,900	loaded!	
28' Columbian 8.7.....	27,950	38' Hans Christian... try	109,000
28' Albin Cumulus.....	34,900	39' Westerly, Perry dsgn.	109,000
28' Auxiliary sloop.....	10,500	39' Irwin, fast..... try	79,000
29' Ranger, G. Mull dsgn	24,500	40' Pearson, 1979.....	Offers
30' Pearson, 1978... try	25,000	40' Endeavour,.....	98,800
30' Hunter, 1977, lvabrd.	28,500	huge liveaboard!	
30' Custom racer, Ask'g	45,000	40' Olson "Fastbreak"...	109,500
"Kiwi"		43' Endeavour, 1980....	129,000
30' Whitby, 1966... try	29,000	47' Garden ketch, '69...	135,000
30' 1947 Cutter rig sloop.	Offers	48' CT cruising ketch...	169,000
		55' Jomar-Roberts.....	116,000

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CT-41

William Garden Design Full Keel In F/G. Diesel, Loaded W/Equip. Everything For Comfortable Living. Asking \$45,000.



34' HUNTER

1983. Dsl, Spacious Interior, Used Only 50 Hrs. Boat And Equipment Like New. Bank Repo. Try \$40,000.



39' LANCER. Motor Sailer. 1981. Twin Diesel, Comfortable Liveboard/Cruiser. Owner Transferred And Wants It Sold. Make Offer.



43' CLASSIC STEPHENS. Concourse Cond., Built In '30 Of Teak And Cedar. 2 Years Labor & 30M Spent Restoring. Asking \$49,000.



32' ALDEN Motor Sailer. Perkins Diesel, Interior & Exterior Completely Rebuilt Over The Past Five Years. Only Asking \$23,000.



36' CHRIS TRI CABIN. Loaded with Equipment Including 7.5 Generator, Full Delta Cover. Owner Will Take Trade. Try \$33,000.



27' CATALINA. 1977. Well Maintained, Low Hours, Good Sail And Electronic Inventory. Try \$18,000.



42' CHRIS CONNIE. Twin 280 Crusaders. Full complement of elect. & equip. Large comfortable interior. Full whlhouse enclosure. Reduced to \$36,500.



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San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901



30' GARY MULL Design Sloop. Exclnt Racer/Cruiser. Exceptional Value At \$12,000.



29' COLUMBIA Sloop. Full Keel, Inboard, Sleeps Six. \$13,500.



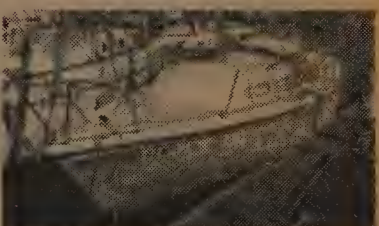
38' ROBERTS Ketch. 1979. Strip Planked, Volvo Diesel. A Great Deal At \$15,000.



25' ALBIN. Diesel, VHF, Full Canvas. Aft Cabin. Asking \$17,500.



HERRESHOFF 30'. Built In N.Z. Of F/G. Just Completed Trans-Pacific Voyage. Yanmar Dsl, RDF, Vane. \$28,000.



CATALINA 27'. 1975, I/B Dsl, Furling Jib. Qualifies For YRA & MORA. Very Clean. \$15,500.



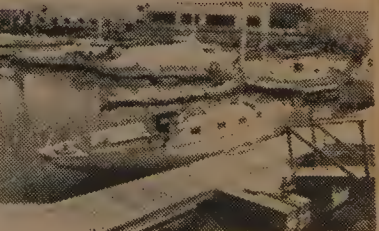
45' ALDEN Stays'l Schooner. Built By Cryer. Westerbeke Diesel. Estate Sale. \$35,000.



58' MOTOR SAILER. Aft Cabin, Whlhouse. Owner Must Sell. Price Reduced. \$75,000.



36' CHRIS CRAFT Constellation. Twin Screw, Teak Decks, Covered Berth Since New. Owner Motivated. \$35,000.



34' SUNSET Sloop. Professionally Maintained In Excellent Condition. Full Length Fir Planking. \$23,500.

Slips Available At Our Docks.

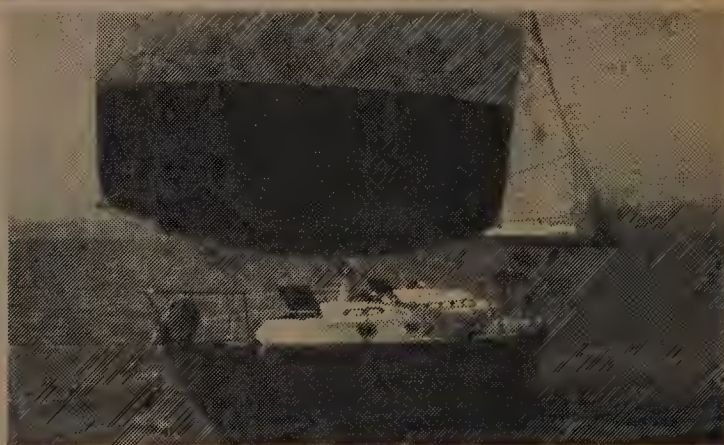
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38' CABO RICO 38 "SANDERLING"

An impressive performing traditional full keel cruising vessel. Aft cockpit with wheel steering, cutter rigged, full "U" shaped galley, separate aft cabin, very spacious living for offshore cruising. At our docks. **\$97,500**



PEARSON 31

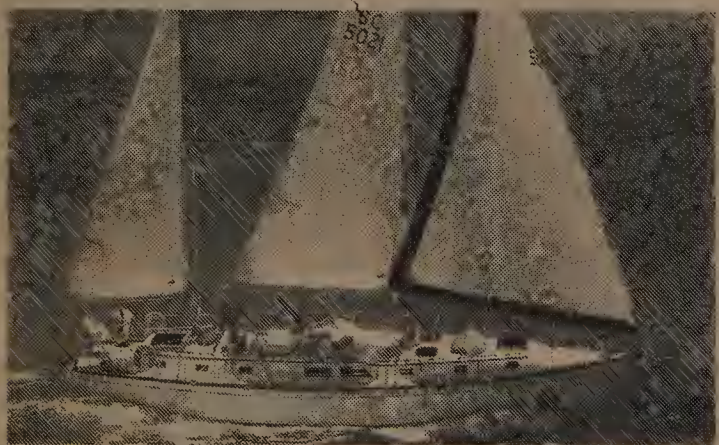
Cruise or race, this late model wheel steerer with four sails plus spinnaker will accomplish both with style. WP, WS, KM/LOG, DS, VHF, Stereo. All lines led aft for short handle. Owner transferred. **\$47,000**



SISTER SHIP

WILLARD 8 TON

This 30' cutter is the perfect small cruiser for coastal or off-shore. She's loaded — diesel, windlass, Combi instruments, h&c pressure water w/shower. **\$ 55,000**



SISTER SHIP

GULFSTAR 50

This beautiful "50" has been to Tahiti and back. She has it all, from a complete navigation station to a dive compressor. Just provision her and she'll be ready for the islands of YOUR dreams. **\$149,000.**

GREAT STARTER — CRUISING BOATS — IB/OB

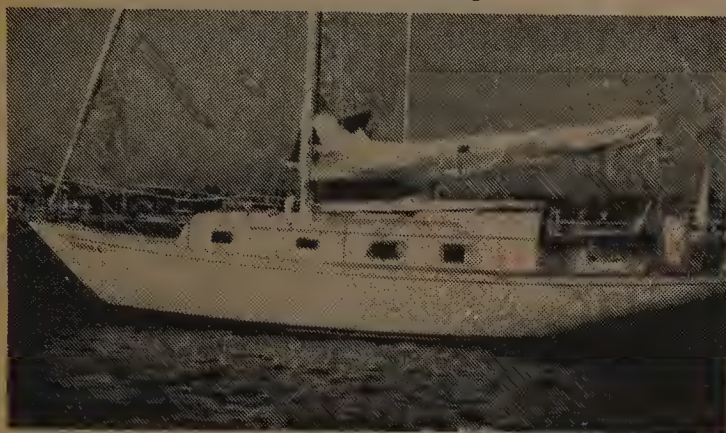
- ★ 17' LEISURE Twin keels, new sails \$ 3,500
- ★ 20' NEWPORT 6 sails, SNG handled, LPU top's 4,750
- ★ 20' CAL Good starter, all led aft, active class 3,750
- ★ 21' VICTORY w/trailer, good starter 2,500
- ★ 22' SANTANA Lg active 1 dsn 5,500
- ★ 23' CORONADO Fixed keel, v/good sails, o/h 5,000
- ★ 23' ERICSON New o/b, trailerable, swingkeel 6,500
- ★ 24' BRISTOL 1 w/dsl, late model 2 from 15,000
- ★ 24' J24 Class sails, spinnaker gear, priced right 10,500
- ★ 24' WINDWARD SLOOP Full keel, good sailer, classic 7,400
- 24' YANKEE DOLPHIN 7 sails, very clean 3 from 12,500
- ★ 25' CAL Honda OB, new sails, class 7,800
- ★ 25' HUNTER 7 sails, spin, new o/h 9,000
- ★ 25' NORTHSTAR 500 ¼ t, lots of sails 14,000
- ★ 26' DAWSON CC, dsl, wheel 18,000
- ★ 26' ISLANDER Sun cover, 4 sails, Bristol Condition .. 23,500
- ★ 26' CONTESSA fk, auto pilot, hlt. to Lloyds specs. ... 15,750
- ★ 26' COLUMBIA MK II "The Perfect 26" .. 3 from .. 10,000
- 26' INT FOLKBOAT Classic Scandinavian Design 15,500
- ★ 26' EXCALIBUR nice, spin, pop top, km, VHF 11,000
- ★ 26' PEARSON Clean, 3 sails 3 from 11,500
- ★ 27' CAL 2-27 Big 1 dsn class, nice 25,950
- ★ 27' CATALINA 1 with inboard 2 from 13,500
- ★ 27' ERICSON 22,000
- 27' MORGAN BMW diesel, 5 sails w/spinn. 20,250
- ★ 27' NEWPORT Fresh water, good gear 2 from 18,000
- ★ 27' CORONADO Needs a nice home 2 from 10,000
- ★ 27' TARTAN C/B, S&S dsgn, good huy 16,500
- 28' COLUMBIA O/B, Spnk, dodger 15,000
- ★ 29' GULF PILOT HOUSE Dsl., auto helm 32,000
- 29' CAL 4 sails, CNG, Lines aft, I/B 30,000
- 29' COLUMBIA 1/B, 7 sails w/2 spinn. 18,000
- ★ 30' LANCER Dodger, wheel, wp/ws 30,500
- ★ 30' SEIDELMANN dsl, tiller, dodger 33,900
- ★ 30' RAWSON Lots of room/w dsl 2 from 26,000
- 30' SANTANA Spin, dsl, CNG, wheel 41,000

C & C's GALORE — RACE OR CRUISE

- ★ C&C ½ t 12 Sails, Rod Rig, custom .. REDUCED \$ 33,000
- C & C 35 MKII Lots of gear 64,500
- C & C 36 Custom rig, loaded, Loran C 89,500
- ★ C & C 36 Dodger, Loran, all canvas 79,950
- ★ C & C 38 Full hydraulics, Loran C, New LPU 79,500
- C & C 40' As new, spinn., good elect, Reduced ... 99,000

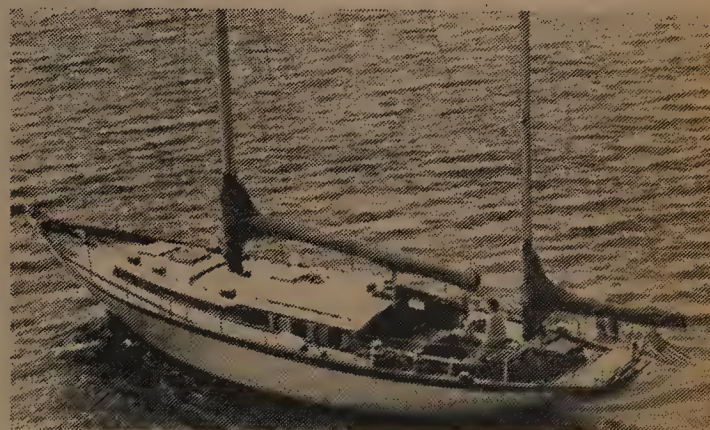


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BRISTOL 32

Solid, ruggedly constructed full keel Hood design. Includes mahogany interior, diesel, roller furl, wheel, cold pressure water. "When you can't afford a Hinkley, buy a Bristol." Very reasonable at **\$ 35,000**



55' ALDEN YAWL

This 1969 Alden centerboarder was designed in the Finnesterre tradition and built by Laliberte in Canada. A swift cruiser with very comfortable accommodations. NEW on the market. **\$ 120,000**

LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

32' BRISTOL Full Keel, Hood dsn, very clean	\$35,000
★35' BRISTOL 35.5 Dsl., good inst	3 from 66,500
★36' GULFSTAR CC Refer, gd liveaboard	65,000
★38' CABO RICO Ctr. dsl, CNG, reefer	97,500
★38' ERICSON Tri-cabin, Diesel, late model	2 from 82,500
★38' DOWNEAST 38 Ele. windlass, cutter	79,000
★39' CAL CORINTHIAN Rod Rig., Dsl heater	85,000
★39' LANCER m/s Roomy, great liveaboard	105,000
40' NEWPORTER KETCH Wood, Lot's elec. & sails	79,500
★41' BRISTOL 41.1 Center cockpit, aft cabin, loaded	159,000
★41' CHEOY LEE Radar, Auto Helm, Loran, Generator	99,500
★44' ALDEN CUTTER Gorgeous w/everything	325,000
★45' BRISTOL 45.5 Outstanding	205,000
★47' KAUFMAN & LADD Twin aft. cab, cutter	149,000
47' PERRY KETCH 80 hp dsl, aft cbn, reefer	100,000
★50' GULFSTAR So. Pacific Vet., loaded, like new	149,000

EXHILARATING HIGH PERFORMANCE — RACE READY

29' BUCCANEER 295 Spin gear, 4 sails local loft	\$ 30,000
★30' CAL 2-30 Dsl, full race, lines lead aft	25,000
30' PEARSON FLYER BMW dsl, Spin gear, st	38,500
★30' J 30 Very clean, lots of sails, ready to go	41,500
★30' WYLIE CUSTOM Cold mold, ¾ T, Hulse Rig	35,000
★30' OLSON 8 sails, fast and light	27,500
★34' DASH Fast Davidson dsn., 8 sails, Loran	38,500
34' WYLIE Class sails, good electronics	2 from 56,500
★35' SANTANA Class equipped	2 from 58,000

MOVING UP — COASTAL CRUISERS

★27' NORSEA CC Aft cabin, dsl	2 from \$37,500
27' CHEOY LEE OS Dsl, Spinnaker	27,000
29.9 BRISTOL wheel, custom dodger, electronics	44,000
★29' GULF COAST 6' + headroom, DS, VHF, Roller Furl	21,000
★30' PEARSON Autopilot, dodger, clean	NOW 27,950
★30' ISLANDER BAHAMA Wheel, Signet, 2 from	41,500
30' ERICSON Well equipped, 3 sails, inb	27,000
★30' WILLARD 8 ton f/k, cutter, wheel, dsl	55,000
★30' TARTAN Nice cond., owner anxious	27,000
★31' PEARSON DS, WP, Spinn, will trade dn	42,000
★31' COLUMBIA 9.6 dsl, 4 sails, heater	36,000
32' MARIEHOLM FOLK/BOAT Dodger	41,000
★32' ERICSON Inboard, well kept	31,000
33' KALIK New BP, teak decks, Swan Qualt	OFFER
36' ISLANDER Full spin gear, avon	47,500

CLASSIC CRUISERS

★23' BEAR BOAT Full interior, clean	\$ 9,000
★25' NORDIC FOLKBOAT Full cover, new sails	9,500
★26' NORDIC M/S FK Inside steering, Dsl	25,000
30' BRISTOL 29.9 FK, I/B, Autopilot	23,900
30' YANKEE Wood, M/M Winner	9,000
★30' ALBERG YAWL Wheel, Boat cover, I/B	36,950
★30' CHEOY LEE KETCH Diesel, shore power, teak	19,900
★31' ANGLEMAN KETCH Dsl, worm Gear st	31,950
★31' CHEOY LEE KETCH Dsl, Roller furl	30,000
31' DASHER Easom built, L-32, new rig, clean	20,000
32' COLUMBIA SABRE 5.5 Spotless, points!	10,000
★33' WINDWARD Almost restored	18,000
★36' ANGLEMAN KETCH dsl, wd., pac, vet., ready to go	48,000
36' LAPWORTH New I/B, new BP, beautiful	31,000
★40' S&S YAWL Burmese teak hull, classic	58,000
★43' KETTENBURG Aluminum hull, beautiful	89,500
45' CUSTOM NZ KETCH Center cockpit, extensive gear	90,000
★46' GARDEN KETCH Loaded, 6 sails, ksl	98,500
55' ALDEN C/B YAWL B&G inst., cruise equip.	120,000
★60' GAFF RIGGED CUTTER APPT. ONLY	175,000
65' ALDEN KETCH Loaded	95,000

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YACHTS**



BROKERAGE — SAIL

21' Wilderness	'77	\$8,000
22' Chrysler	'75	6,495
22' Santana	(2)	from 7,200
22' J/Boat	'83	12,000
23' Sprinta Sport,	'81	14,500
reduced!!		
23' Ranger	'76	12,900
23' Ericson	'74	7,900
24' Moore	'80	12,000
24' Gladiator	'68	6,500
24' J/Boat	(3)	from 12,900
24' Farr 727	'76	12,000
24' Yankee Dolphin	'68	9,500
25' San Juan	'79	21,000
25' Merit	'80	20,500



2415 Mariner Square Dr., Alameda, California 94501
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BROKERAGE — SAIL — CON'T

31' Pearson	'78	49,900
32' Pearson 323	'79	50,000
32' Ericson	'74	32,000
34' Wylie	'80	59,000
35' Ericson	'70	38,000
35' J/Boat	'83	66,000
36' J/Boat	(2)	from 90,000
36' Cheoy Lee	'74	Offers
36' Hunter	'80	58,500
37' Ranger	'73	60,000
38' Downeast	'76	67,000
40' Olson	(2)	from 109,500
40' Trintella	'74	Offers!
41' Morgan O/I	'78	125,000
41' Dubois	'79	98,000

J/24



Join the largest offshore one-design class in the world!
Sail with the best on the Bay — several loaded boats
priced to sell NOW!!

GULFSTAR 43



This yacht is being sold fully found and in bristol condition. Reduced from \$127,000 to only \$99,500.

25' American	'74	8,000
26' Excalibur	(2)	from 7,950
26' Columbia	'70	10,500
26' Pearson	'76	15,500
26' Chrysler	'77	19,000
27' Cal 2-27	'76	24,950
29' Columbia	'68	16,500
29' Sunwind	'82	34,900
29' Cal	'73	29,000
29' J/Boat	'84	36,500
30' Lancer	'78	30,000
30' Wylie	'77	37,000
30' Santana	'79	41,000
30' Benford	'80	45,000
30' Tartan	'82	offers/57,500

Interested in selling your boat?

Our brokerage has clients for fiberglass powerboats in the 25' to 40' range. Come down to our new location and let our experienced brokers help you get the most money for your yacht. On the houseboat at Mariner Square.

44' Swan	'73	150,000
46' Cal 2-46	'73	128,000
50' Santa Cruz	'81	170,000
50' Gulfstar	'77	reduced 149,500
60' Alden	'26	offers/100,000
60' Gaff cutter	'11	175,000

BROKERAGE — POWER

25' Bayliner	'80	19,900
25' Wellcraft	'80	27,500
25' Farallon	(2)	from 29,500
36' Trojan	'68	47,900
41' MMC Trawler	'84	115,000
42' Trojan	'66	68,500
42' Com. Fisher	'65	59,500
50' Chris Craft	'54	95,000

REPO HOTLINE

A service for smart boat buyers. If you're looking for real value, **REPO HOTLINE** may have the key just for you.

We represent major banks and lenders, helping them sell repossessed boats and aircraft, often at substantial savings.

You may make offers with a 10% deposit, held uncashed until the lender informs us whether your offer has been accepted, usually within 24 hours. All offers are given to the lender. When accepted, your deposit is placed in our trust account. The balance is due within 15 days.

Size	Mfg	Yr	Type	Power	Trailer	Const.	Cond	Extras	Location	Value	High Bid	Sold/Pending
17'	TAHITI	'81	ski	i/o	yes	fiber	good	avg	Alameda	8,500	6,000	6,000
25'	OREGONDOR	'79	fish	i	yes	wood	excl	avg	Richmond	16,500	5,500	
28'	BAYLINER	'85	cru	i/o	no	fiber	excl	loaded	RdwdCty	40,000		
52'	GOLDCOAST	'79	hsbt	t/d	no	fiber	fair	avg	Alameda	157,000	70,000	
SAILBOATS												
26'	LOGGERINDI	'78	sloop		no	fiber	good	avg	Alameda		1,650	
33'	HUNTER	'80	sloop	i/d	no	fiber	excl	avg	Alameda	41,000	26,000	
38'	ENDEAVOUR	'84	sloop	i/d	no	fiber	new	avg	Alameda	114,000	75,000	75,000
41'	PETERSON	'81	sloop	i/d	no	alum	good	loaded	Alameda	60,000	42,000	
PENDING RELEASE												
25'	SANTANA	'80	sloop	o/b	no	fiber	good					
35'	HUNTER	'64	sloop	t/g	no	wood	poor	none	Alameda			
36'	PEARSON	'78	ketch	i/d	no	fiber	fair	avg	Alameda			
38'	HOOD	'84	sloop	t/d	no	fiber	new	avg	Alameda			
53'	CHEOY LEE	'83	ketch	i/d	no	fiber	excl	loaded	Alameda			
78'	CSTM PIRATE	'33	brigan	i/d	no	wood	fair	loaded	Alameda			
16'	GLASTRON	'80	bass	o/b	yes	fiber	good	avg	Alameda			

Please call to obtain the latest releases & current bids for our power, sail, & houseboat listings.

To be put onto our monthly mailing list, complete the form below & send to:

REPO HOTLINE, 2415 Mariner Square Dr., Alameda, California 94501

(415) 523-8502

Name: _____

Address: _____

Phone: (h) (_____) (w) (_____) _____

I am interested in:

Power ☐ Sail ☐

Length: (20'-25', 25'-30', etc.) _____

Type: (Fish/Ski, Cruise/Race, etc.) _____

22' CATALINA	5,500	
22' RANGER/MULL	7,000	
23' BEAR	9,500	
23' ERICSON	6,850	
23' RANGER	BEST OFFER/13,000	
23' CORONADO	4,950	
24' NIGHTINGALE	14,500	
24' YANKEE DOLPHIN	15,000	
25' DAVIDSON	25,000	*
25' MERIDIAN 126	12,000	
25' MacGREGOR	9,750	
25' PETERSON	3 from 15,000	*
25' CAL	9,000	*
25' YAMAHA	15,000	
25' NORTHSTAR	14,000	
26' ARIEL by PEARSON	13,000	*
26' INTERNATIONAL FOLKBOAT	15,500	
26' COLUMBIA	10,000	
26' EXCALIBUR	13,900	*
26' PEARSON COMMANDER	12,500	*
27' CAL 2-27	23,500	
27' SANTA CRUZ	13,500	
27' MULL CUSTOM	9,900	
27' NEWPORT 27 S-II	16,600	
27' CATALINA	17,500	
28' HALBERG SLOOP	9,950	
28' ATKINS ENSENADA (F/G)	29,900	
28' MAIR 7/8th SLP	24,500	
28' ISLANDER	4 from 25,000	
29' CAL/BEST OFFER	25,000	
29' RANGER	22,500	
29' SUNWIND RACER/CRUISER	34,900	
30' BIRD CLASS	2 from 6,000	
30' CORONADO	24,000	
30' OLSON	2 from 25,000	
30' NONSUCH	69,500	
30' COLUMBIA	23,000	
30' ISLANDER MK II	3 from 29,500	
30' RAWSON	29,800	
30' TARTAN	2 from 24,000	
30' SAN JUAN	19,500	
30' FISHER M/S	61,500	
30' NEWPORT PHASE II	28,000	
30' ALBERG	32,000	
30' CHEOY LEE	22,500	
30' SANTANA	41,000	
30' CATALINA	35,000	
30' US	33,500	
32' CENTURION	49,500	
32' ARIES	38,000	
32' WESTSAIL CTTR	59,900	
32' ISLANDER MARK I	38,000	
33' TARTAN 10	2 from 24,900	
33' APHRODITE 101	34,900	
33' COLUMBIA 5.5	10,000	
33' WYLIE	65,000	
33' INTERNAT'L 1-DSGN	24,000	
34' WYLIE	59,000	
34' HUNTER	2 from 49,900	
34' CAL	2 from 34,000	
35' CORONADO	44,000	*
35' SANTANA	2 from 49,900	
35' C&C	41,800	
35' ERICSON	3 from 38,000	
36' ISLANDER FREEPORT	2 from 89,000	
36' ISLANDER	2 from 49,995	
36' MARINER POLARIS CUTTER	74,500	
36' RAVAGE	52,500	
36' ERICSON	2 from 79,900	
37' CREALOCK	120,000	
37' IRWIN MKV KETCH	65,000	
37' ISLANDER TRADER	63,000	
37' FISHER M/S	99,000	
37' RANGER	53,000	
38' FARALLONE CLIPPER	2 from 40,000	
38' MORGAN	88,000	
38' ERICSON	OFFERS/112,500	
39' ROGERS 'SALT SHAKER'	99,500	
39' LANDFALL CUTTER	79,000	
39' LANCER	110,000	
40' YAWL	59,000	*
40' ONE-TONNER 'DIVA'	85,000	
40' C&C	99,000	
40' PEARSON	105,000	
40' OLSON 'FAST BREAK'	109,500	
40' KETTENBURG SLP	BEST OFFER/29,900	
41' COOPER 416	127,500	
41' ISLANDER FREEPORT	2 from 105,000	
41' MORGAN OUTISLAND	89,500	
41' PETERSON RACE SLOOP	118,000	
42' DUBOIS	99,500	
42' PEARSON 424	119,500	
42' STEWART	89,000	
43' GULFSTAR	98,000	
44' SWAN 441	2 from 185,000	
44' LAFITTE	175,000	
44' CHEOY LEE	162,500	
45' VAN DER	59,500	
45' OMEGA	107,000	
46' FISHER MOTORSAILER	245,000	
46' MOTORSAILER	160,000	
47' VAGABOND KETCH	2 from 125,000	
47' SWAN. 1982	230,000	
47' PERRY	100,000	
48' CUSTOM AUX CUTTER	112,000	
49' BOWMAN KETCH	245,000	
50' SANTA CRUZ	175,000	
50' GULFSTAR	2 from 149,500	
51' ISLAND TRADER	OFFERS/145,000	
64' HUNTINGFORD KETCH	230,000	
55' SWAN 651	795,000	
* SAN FRANCISCO BERTH INCLUDED		

Cityyachts

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OLSON 30. Excellent condition, full sail inventory with mylar, complete electronics including Loran, over size winches, etc. At our docks for \$25,000.



LAFITTE 44. Immaculate condition, Navtec hydraulics, B&G instruments, radar, microwave, central head, autopilot, the list goes on and on! A must see — Asking \$175,000.



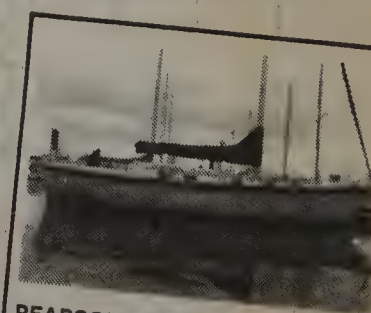
SANTANA 35. Absolutely the best on the Bay! National Champion. Loaded with sails and electronics. Many custom features. Huge price slash to \$49,900 — can't be beat!



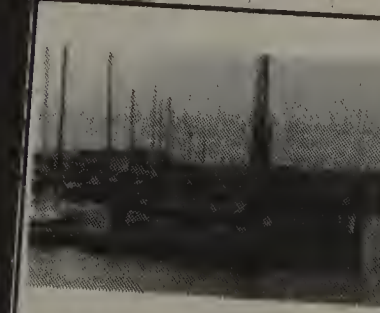
PETERSON 25. Custom flush deck version, functional interior ideal for offshore sailing and singlehanding. Extensive sail inventory. San Francisco berth included. Asking \$17,500.



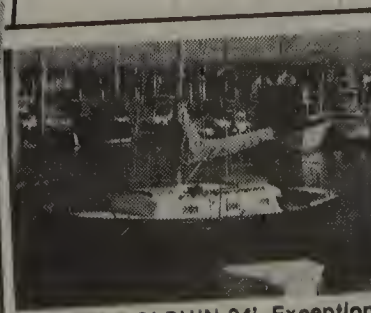
C&C 35. Very sturdy family racer/cruiser. Wheel steering, excellent sail inventory, full instruments, cabin heater, Barient winches. Asking a very realistic \$41,800. At our docks.



PEARSON 424 sloop. Very well equipped and in superb condition. Loran, full electronics, etc. Seller very motivated and will consider offers.



30' BIRD. This is a boat designed for the rugged conditions on San Francisco Bay. With a huge cockpit, she's a great day sailor for only \$6,000/offers.



YANKEE DOLPHIN 24'. Exceptional pocket cruiser designed by Sparkman & Stephens. The best value available, check the workmanship and layout — you'll love it! Priced to sell.



POLARIS 37. This beautifully maintained cruiser is ready to go. Many extras including inflatable dinghy, electric windlass, refrigeration, stereo and much more. Asking \$74,500.

Dealers For: Moore, Laser 28, Nordic and Sceptre 41

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The SCEPTRE 41 is just waiting for you at the dock. Your schedule to take off is flexible because the SCEPTRE 41 is so easy to handle you won't need a crew.

The performance will impress the most zealous critics and the interior amenities will delight those accustomed to living ashore.

Escape to the inside steering station, take off your foul weather gear and enjoy the warmth and visibility.



The SCEPTRE 41 is a perfect home for those who want to take off from paying rent or mowing lawns. The vessel has lots of functional room and we have the ability to customize the boat to your specifications.

The swim and dive platform makes water access simple. It's just the place to take off for windsurfing or scuba diving.

Factory delivery allows you to start enjoying your SCEPTRE 41 by taking off on a dream vacation in the San Juan Islands or Desolation Sound.

The SCEPTRE 41 is the perfect boat to take off for a day (on the Bay), a week (up the Delta), or a month (in the South), or a lifetime of adventure.

City yachts

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Sceptre 41